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The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 566.] LONDON, MONDAY, JULY 6, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

THE OVERDUE MAIL.

THE P. and O. Company's steamer *Tanjore*, with the China and Australian mails, did not arrive at Suez until the 3rd inst. Mails have been sent on by a special steamer (the *Ceylon*) to Brindisi, and will probably be delivered in London on the 10th. The French mail, due on the 13th, is expected on the same day, when we shall again publish.

List of Passengers.

PASSENGERS INWARD.

From Java to Nieuwe Diep, per Nederland Company's steamer *Koning der Nederlanden*, arrived June 24.—J. W. Kroon, wife, and three children, F. Darlang and wife, M. H. Struben and wife, H. A. Steynparve, child and servant, J. Bungers, J. G. A. C. Kunhardt, G. J. Koopman, jun., R. Van Rees, C. J. Marinkelle, C. F. Gut, John J. G. Von Schmidt and wife, J. W. Wensman, B. A. W. Aontzenius and wife, W. F. Van Andet and wife, J. D. Heyning and wife, A. Willemse and wife and four children, A. J. Sloot, M. J. Van Steen, A. M. Mayes, O. Brugman, Mrs. M. Van de Bor, Mrs. Kraal, Mrs. Nolthenius, Master T. E. W. Van Dompseler, Miss M. Leers, Miss M. Swensen, Miss M. Domve Vander Crab.

PASSENGERS OUTWARD.

Per French steamer *Anadyr*, July 5 (booked from London).—To Yokohama: Mr. Butta, Mr. Meazza, Mr. and Mrs. Gorlachs, Mr. P. Montabette, Mr. Vigano, Mr. Biffi, Mr. Akada, Mr. Sibata, Mr. Ohsava. To Shanghai: Mr. Fleuriars, Mr. Blazez, Mr. Lapied, Mr. Huet, Mr. Monnier, Mr. Westall, Mr. Berthel, Mr. Goclack. To Singapore: Mr. Prudhomme, Mr. Dessolles, Mr. V. Gendt, Mr. Maecker, Mr. Klopfer, Mr. Mayer. To Galle: Mr. Prime, Mr. Metcalfe. To Saigon: Six Missionaries, Mr. Mathey, Mr. Martin, Mr. Paris, Mr. Faron.

Per French steamer *Tigre*, July 19 (booked from London).—To Hong Kong: Mr. Mollard, Mr. Roussin, Mr. Cagnard. To Shanghai: Mr. and Mrs. J. J. Buchheister, Mr. Neumkirche, Mr. Scherrier. To Batavia: Mr. Andre, Mr. Angot, Mr. and Mrs. Ankersmith. To Singapore: Four Missionaries. To Galle: Mr. Carey, Mr. Herring.

Per French steamer *Peiho*, Sept. 27 (booked from London).—To Hong Kong: Mrs. Deane, Miss Deane. To Batavia: Mr. Fraser, Mr. and Mrs. Oosteron and two children.

Per P. and O. steamer *Bokhara*, from Southampton, July 2.—To Yokohama: Mr. H. Heinemann. To Hong Kong: Mr. E. H. Oxley. To Singapore: Dr. Robertson. To Penang: Asst. Comr. McLeod. To Ceylon: Mr. Gould, Mr. P. Lynam.

Per P. and O. steamer *Hydaspes*, from Southampton, July 16.—To Hong Kong: Major-General F. Colborne, C.B., Mrs. Richardson and three children.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The Pacific mail brings advices from this port to the 23rd May; the French mail from London, March 27, arrived out on the 14th May, and the following P. and O. mail of April 3 was received on the 19th May. The *Japan Herald* contains the following summary of news:—

In our last mail summary we mentioned that the Formosan expedition had been countermanded. Such was the case, but those who believed that the affair was thus settled had not reckoned on the peculiarities of the Japanese. On the order to abandon the expedition reaching Nagasaki, which was the rendezvous, the soldiers refused to obey their officers, and even, it is said, threatened their General, Saigo, so that he left them, and took refuge in Kagosima. Thus left to themselves, the soldiers put to sea in defiance of their orders, and the ships proceeded to Amoy, and from thence to Formosa. A part of the expedition has already landed on that island. The Japanese Government, in order to prevent their ships being viewed as piratical, were obliged to stultify themselves, and adopt the responsibility of the expedition. What will be the upshot of the matter is unknown, but as yet no news has arrived of any collision between the Chinese and Japanese, although we know that the Chinese have been gathering both troops and men-of-war in the neighbourhood. Probably the local mandarins are awaiting instructions from head-quarters. Meanwhile, the Japanese have despatched a special Envoy to Peking, apparently with a view of deprecating the hostility of the Chinese. The various complications of the Formosan imbroglio caused, it is said, several resignations of Ministers, but we believe that only one (that of Kido) has been accepted.

The Japanese Government, with a view of showing how utterly false are the statements which appear in home papers of their liberal-mindedness, have just published a notification that the old notice boards defining the limits beyond which foreigners are not allowed to pass (and which have for years been allowed to fall into decay) have been re-erected. Latterly, also, in Yokohama, they have attempted to restrain foreigners from landing anywhere except at the Custom-houses. This, however, was at once put a stop to by the Foreign Ministers.

Amongst other items calculated to add to the growing causes of complaint between the Treaty powers and the Japanese, may be mentioned the seizure of a servant of one of the secretaries of the English Legation, and also the attack and forcible carrying off of an English Legation guard from the precincts of the Legation by the Japan police. Although the Minister for Foreign Affairs has personally apologised for both of these outrages, it seems necessary that measures should be taken to prevent their re-occurrence.

With a view of appeasing those who were clamorous for a Representative Assembly, the Government has issued rules for calling one; but as those having seats in it are all of them Government nominees, we cannot see that the people will derive much advantage from the deliberations of its members. It represents nobody but the Government itself.

But little has been doing in imports since our last, but large arrivals have tended to still further depress prices. The Silk market also exhibits a downward tendency, with but few transactions. The Tea season has opened briskly, at slightly lower rates than those of last season. Settlements amount to between 3,000 and 4,000 piculs.

A further instalment of the Shimonoseki Indemnity has been paid to England, France, and Holland. The share due to America is held in abeyance until instructions shall be received from Washington.

An important case against the agent of Reuter's Telegram Company, for damages arising from a non-delivery of a message, has been decided in the English Court substantially in favour of the defendants.

Shimadzu Saburo has been appointed *Sadai-jin*, an office next in rank to that of Prime Minister.

The meetings of the Amateur Athletic Association and of the Race Club have been held.

The railway between Kobe and Osaka was opened, without ceremony, on the 11th May.

NAGASAKI.

Our advices extend to the 9th May; the P. and O. mail from London March 20 arrived out on the 7th May. We take the following from the *Nagasaki Express*:—

The regatta was held on the 8th May. The day although free from rain could by no means be called a favourable one for the sport, as a strong, cool northwest wind blew during the greater part of the day, a most unusual circumstance at this port in the month of May. This, as a natural consequence, made a rough sea, and necessitated the removal of the rendezvous to the more sheltered spot, Nezumi-sima, or Rat Island; but even with this change the races had to be contested for under very unfavourable circumstances. Notwithstanding the unpropitious appearance of the weather, there was a very full attendance of visitors, both foreign and native, and a noticeable increase in the number of ladies who favoured the meeting with their presence. The fleet of boats which had brought down the spectators, appeared to be as numerous as on previous years, the amount received as subscriptions from the general public has been fully up to the usual average, and the number of events set down to be rowed for, and likewise the entries too, may be fairly taken as an indication that boating as a sport maintains its popularity. Races Nos. 1 and 2 fell through, on account of the

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boisterous weather, and the same fate befel race No. 10, for the Niphon Cup. The principal event of the day, the Governor's Cup and likewise the Akindo's Cup have again resulted in victories for the Club's white boat *Bashful Maiden*, late *Laura*, and in the latter race the majority of the crews exchanged, but without producing a reversal of the two boats' positions at the end of the race. The prizes were distributed to the winners by Miss Mackenzie, after the termination of the racing, and the speeches customary on such occasions were delivered.

The following sentences have been passed at the Judicial Court at Saga upon men who participated in the late insurrection in that ken :—A Samurai named Mine Josho, belonging to that ken, has been sentenced to hard labour for two years, and deprived of the rank of Samurai, for assisting the rebels and also inciting the Samurai in Fukahori to join them in the event of their attacking Nagasaki. Matsuda Noriyuki, also a Samurai of the same ken, for associating with the "Yukokuto," (*i.e.* company of patriotic rebels) and acting as the commander of the detachment from Ogi has been sentenced to a mitigated punishment of imprisonment with hard labour for seventy days, as he did not actually commit any overt act after he joined the movement. Yashimura Hikosaku has been punished with hard labour for forty days, as he conspired with the Yukokuta and came to Nagasaki as a spy for the purpose of ascertaining whether any of the regular troops had been landed at the latter place or not. Kaga Arata and thirteen other men who yielded to the persuasion of the rebels and marched to oppose the Imperial troops, have been brought before the Court, but as they did not actually resist them they have been set free after receiving a caution. Otsuka Kayemon, who visited several places by the order of the rebels, to ascertain whether the Imperial troops were on the march or not, has also been cautioned and dismissed. The same has been the case with Yeguchi Yotaro, a Samurai of Saga ken, Hiraishi Bunzo, a merchant at Ureshino, in the same ken, and another Samurai named Moriquanhei, in Nagasaki ken. Hideshima Yoshiyo, a Samurai of the Saga ken, who assisted to purchase arms from foreigners for the use of the rebels, and posted inflammatory notices has been deprived of the rank of Samurai.

An ex-Samurai, named Ida Shidzuka, a native of Shirakawa ken (Higo), has been sentenced to imprisonment with hard labour for eighty days, for swindling. He came here ostensibly for the purpose of transacting mercantile business, and during his stay here stopped at Tsuruda Tori house, in Aburaya-machi. During his visit he deceived a Chinaman, named Chishiran, and from him obtained, under false pretences, fifteen pieces of silk stuff, and afterwards sold these articles to other men. In addition to this, he failed to pay his house rent, and as the estimated measure of the value of his delinquencies amounted to twenty-nine yen, he has been sentenced to the above punishment, but has not been deprived of the rank of Samurai, as he lodged the complaint against himself, fearing that he would have been arrested by the Government had he not confessed.

The four expeditionary vessels, consisting of the corvette *Nitsin-kan*, the gunboat *Teibo-kan*, and the two chartered Japanese steamers *Meiku-maru* and *Mikuni-maru*, which were detained here by rough weather, left for Amoy on the evening of the 3rd May. The two latter vessels conveyed the stores, &c., and about two thousand soldiers.

Amongst the passengers who arrived by the Pacific mail steamer *Golden Age*, on the 3rd May, from Yokohama, is Okubo, the Minister for Home Affairs. We learn that the object of his visit here was to have an interview with Okuma, the Minister of Finance, who is in charge of the Formosa Expedition, and to deliver to the latter some instructions which he brought with him. Okubo, accompanied by General Le Gendre, returned to Osaka on the 6th May, by the Japanese steamer *Cowun-maru*, and from thence they will proceed to Takio by another steamer. Okuma, chief, and Saigo, second in command, still remain here.

A fatal accident occurred on board the Japanese steamer *Hosui-maru* on the 3rd May. She left this port bound for Hiogo with a general cargo, but soon after she had turned the point, near Papenberg, one of her boilers burst. Five Japanese firemen were in the engine room a few minutes before the accident, but at the time it took place there was but one there, and he was killed almost instantaneously. The accident will necessitate her cargo being discharged in order that she may undergo repairs, which will take some six weeks to complete.

An officer named Moriyama, who went to Tokio in January last, by order of the governor, and returned here after receiving authority from the Educational Department, has, in conjunction with a teacher named Matsuo Tsunenori, from the College of Tokio, established a school here, for the preparation of teachers to be employed in the colleges in this ken. Twenty-five students finished their studies at the end of last March ; and a further number of eighty or ninety are now undergoing preparation.

The flag-ship *Iron Duke* left here on the 6th May for Yokohama. The French transport *Rance*, last from Hiogo, arrived on the 5th May and left again on the following day for Shanghai, *en-route* for home. We hear that her departure for the south has been hastened owing to the receipt of news that affairs in the vicinity of Tonquin are wearing a serious aspect.

The American steamer *Shaftesbury* has been sold to the Japanese Government, and has changed her flag. We understand that she is to be employed for the present in the Formosa expedition.

A severe shock of earthquake of rather lengthened duration was felt on the morning of the 5th May and aroused most of the residents from their slumbers.

REPORT OF THE "MESSAGERIES MARITIMES."

We have already announced the dividend declared at the recent meeting of shareholders, and we now lay before our readers a brief *résumé* of the various headings of the Company's Report for 1873, which has been published in the *Journal Officiel* at Paris.

Matériel Naval.—There is a nett increase of f.440,136 under this head, which includes the cost price of ships afloat, &c., as well as the amount expended on vessels in course of construction and being fitted out. The value of ships afloat is increased by f.1,061,568, after making allowance for depreciation, &c., and for vessels which have ceased to form a portion of the Company's fleet. The increase is due to the two large steamers, the *Irawaddy* and the *Anadyr*, having been completed and put on the Shanghai line. Five other steamers have been fitted with compound engines, and two of these five have been lengthened. There are still two large vessels on the stocks, the *Orénoque* and the *Djemnah ;* the former is for the Brazil line, and the latter, which will be ready by the end of the current year, is for the Indian and China line. Improved machinery will shortly be provided for the *Indus*, *Donnaï*, *Dupleix*, and other vessels. On Dec. 31 last the Company had, afloat and on the stocks, sixty-six vessels of 23,150-horse power and 173,079 tons.

Approvisionnements of every description at the various agencies show an increase of f.191,684, mainly attributable to a larger consumption of coal and the rise in the price of that important article.

Outillage, mobilier et apparaux, immeubles et etablissements.—Under this heading there is an increase of f.325,233, which is chiefly owing to the acquisition of real property at Ciotat, Port Said, and other places. Several small steamers also have been provided to facilitate embarkation and disembarkation at Constantinople, Port Said, and Hong Kong. An iron wharf, too, has been erected at Saigon.

Trésor créancier.—At the end of 1872 this debt to the State amounted to 4,203,333f., and on December 31, 1873, to 3,152,500f., showing a decrease of 1,050,833f., which is caused by the payment of the ninth annual instalment.

Fonds d'amortissements.—The reserves under this heading, to provide for depreciation of material, have advanced from 48,910,343f. to 49,357,543f., an increase of 447,200f.

Under *Fonds d'assurances* a brief allusion is made to the melancholy circumstances of the loss of the *Nil*, last March.

Valeurs de caisse et de portefeuille show a decrease of 4,406,421f., an absorption of the disposable resources of the company, which is naturally explained by the increased activity of its operations, and the enhanced price of all necessaries.

Exploitation.—The vessels of the Company have performed voyages amounting to 603,632 marine leagues (after making certain deductions) as compared with 515,187 leagues in the previous year, which is an increase of 88,445 leagues, due to increased services in Brazil and China, between Marseilles and London, &c. The steamers of the Company, taking them altogether, have attained an *average* speed of 10·15 knots.

As regards traffic statistics, 121,312 passengers were conveyed on all the lines in the year ; 3,472,000 packages of merchandise, representing a weight of 285,257 tons, specie, &c., f.197,682,618, which figures show an increase of 9½, 18, and 19½ per cent. under the respective heads over those of the preceding year. The commercial result of the year exceeds that of 1872 by a little more than 13 per cent., or taking the different services, 13¾ per cent. in the Mediterranean, 4½ per cent. in India and China, and 34 per cent. on the Atlantic, where a second line has been added to the Brazil and La Plata service, 4 per cent. per league has been gained by the conveyance of passengers on the Indo-China lines, and 6½ per cent. in the Mediterranean. The directors promise to complete as soon as possible vessels more and more suited to the traffic, large steamers in fact of the *Senegal* type, which has been favourably received by passengers and the mercantile world.

Dépenses d' exploitation.—Owing chiefly to the high price of coal, the working expenses have increased more than 6 per cent. per league ; agency charges have remained about the same, but the Suez Canal tolls have been a serious item, amounting as they did in 1873 to f.1,707,658, which is reckoned to be an overcharge of no less than f.678,574.

The Report goes at some length into the *Litige avec la Compagnie du Canal de Suez*, into the details of which it is unnecessary for us to enter here, and the directors express a sincere hope that they may never have anything more to say about the matter to their shareholders.

Liquidation de l'Exercice, 1873.—The receipts of every nature amounted to f.52,444,758, and the expenditure (including deductions of insurance, &c.) to f.46,357,020, leaving a surplus of f.6,087,738, from which, however, f.1,026,025 have to be deducted for the interest of obligations. The nett surplus, there-

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fore, amounted to f.5,061,713, which is appropriated as follows: 5 per cent., or f.253,085, are carried to the reserve fund. f.4,800,000 are devoted to the payment of a dividend of f.40 per share, of which f.15 were paid on account in December, and the balance of f.8,627 is carried forward to the 1874 profit and loss account.

KASHGAR AND CHINA.

In the treaties into which we have just entered with Yakoob Beg, the Atalik Ghazee or Ameer of Kashgar, the independence of Kashgar is distinctly recognised, and the engagements there entered into were with the Ameer, his heirs and successors. Friendly relations have also been established between Kashgar and Russia, and Kashgar and Turkey, but Lord George Hamilton in replying to a question put by Sir Charles Dilke upon this subject, referred to a conversation that took place in 1869 between Sir Alexander Buchanan and Prince Gortchakoff, in which the latter represented the difficulty of entering into diplomatic relations with the Atalik Ghazee, in consequence of the treaties existing between Russia and China, which precluded the Emperor of Russia from fully recognising the independence of a successful insurgent against the authority of the Chinese Emperor. The commercial treaty between Kashgar of 1872 though it indicates that Russia has no hostile intentions against the Atalik Ghazee, may not therefore be sufficient to ensure for him the assistance of Russia in maintaining the independence which he won eleven years ago, and the advantage to Russia of remaining upon friendly terms with the Government of China may be sufficient to prevent her from interfering in the pending quarrel. That China will not relinquish Kashgar without a struggle is certain unless she is overawed by the assistance which the Ameer may be able to obtain from foreign sources; and what would be the result of a contest between the small army which Yakoob Beg could bring into the field, if left to himself, and the almost inexhaustible forces of China, it is not difficult to foresee. It is true that the soldiers of Yakoob Bey would probably be better disciplined and made of better stuff than the cowardly ruffians, commanded by treacherous and venal mandarins, who form the Chinese Army, and that man for man they would be infinitely superior, but the hordes of China would be able by mere force of numbers entirely to swamp the army of the Ameer. The Kashgarians, moreover, would be fighting for their independence, in fact for their actual political existence, and to wipe out the stain and avenge the dishonour of their conquest in 1756 by the Chinese. They might therefore be expected to sell themselves as dearly as possible; on the other hand, the Chinese Government, as the Russian Professor Vassilieff points out in an article communicated to the *Times* a few days ago, has the greatest possible interest in recovering its lost province. "What obstacles," the professor says, will daunt Chinese vanity? Neither time nor expense nor distance can check it. Even though Turkestan brought no profit to the Imperial Treasury, what right had it to secede, and reject the advantages of Celestial rule? But the Chinese are revengeful as well as vain when conscious of their strength. The legions will pour forth. Let us assume that at the first encounter they will be routed; what does that matter? China will never want for troops, let there be only no refusal to take volunteers." Chinese vanity and Chinese revenge and rapacity are known to be insatiable, and actuated by these there can be little doubt that no expenditure of life will be considered too great to effect the restoration of the revolted province. The Chinese Government has, moreover, as the professor notices, shown recently a disposition to improve her army, and to adopt the inventions of modern military science. Her soldiers have been, and would be again, in the event of war, drilled and disciplined by European or American officers, and be supplied with European arms, and the reconquest of Eastern Turkestan would undoubtedly be effected.

CONSULAR JURISDICTION AND THE SUEZ CANAL.

Mr. Baillie Cochrane (says *The Times*) has called the attention of the House of Commons to "the difficulties which arise from the Consular Jurisdiction in Egypt, more especially as it affects our relations with the Suez Canal Company." On this a strange, confused debate ensued, the question of Consular Jurisdiction being mixed up with the question of the Suez Canal. Both are of the utmost importance, but they have not much to do with each other; for, whatever may become of the "capitulations," it is certain that the Canal, from its international character and the magnitude of the interests involved, must always be managed diplomatically. The subject of the Consular Jurisdiction in Egypt and throughout the Turkish Empire may be considered without reference to this undertaking. Its importance increases yearly as European genius and enterprise, and, it may be added, European rascality pour into the East. In great cities like Constantinople and Alexandria, veritable Babels of diverse nationality, there is no confidence in the administration of the law, civil or criminal. No man who does business can tell into what obscure Court, and before what questionable personage, he may not be dragged. The debtor or the wrongdoer will take refuge in the Court of his Consul, who is, perhaps, his own friend. In any case, the Consul has a natural feeling in favour of his countrymen, and this is sometimes displayed with effrontery, as if to be a partisan were the best proof of being a patriot. The reply of Mr. Bourke to Mr. Cochrane gives hope that the good sense of the European Powers will allow a more just and useful system to be instituted. What was proposed, and what, in one form or another, is likely to be finally accepted, is a mixed Tribunal, in which European and Egyptian Judges shall sit administering justice on principles which will satisfy the European Governments, and having jurisdiction over the whole body of European residents. An International Commission sat at Constantinople, and its recommendations were accepted by this country, but rejected in part by France. The French Government presented a scheme which was also accepted by England. The German war put an end to the negotiations for a time. Last year a Conference was held at Constantinople, when the Viceroy and the Representatives of the various Powers assented to the scheme of France. Since that time France has raised another difficulty of detail, but the Queen's Government hopes that this may be overcome, and the system receive the general assent of the European nations.

The *Hour* says that it has been made manifest that the question of the Suez Canal is one which it is impossible to regard as settled, and which it will not be practicable always to shelve. The fact that it is not even settled what should be done in time of war—for no arrangements have been made for the neutralisation of the Canal—is enough to prove the necessity for some international agreement being come to on the matter. To this subject Her Majesty's Ministers are doubtless giving their attention, and they will ere long be prepared with a distinct policy under which the international character of the Canal will be ensured. In the meantime the suggestion thrown out by the member for Hythe that England might secure influence in the management of the Canal by providing capital to widen and render it permanent, deserves at least to be taken into serious consideration. There is no doubt that at present the Canal is not so secure as a highway from the West to the East as it might be easily made. By widening and deepening it it would be possible to avoid the danger, which is by no means fictitious or trivial, of the Canal ceasing to be available for its present purposes. There are other matters—as we have seen—which ought also to be discussed; and the whole position of the Canal, its management in the future, the means to be taken to ensure its permanence, the judicial instrumentality for settling disputes, and the neutralisation of the Canal in time of war, are all points which must be taken into careful consideration.

The *Standard* says the Canal, our Government has always contended, belongs to an Egyptian company—the Khedive himself representing nearly two-thirds of the shares. As a body the company is subject at present to the Egyptian laws, whatever may be the nationality of the managing director, or of the principal shareholders. Such being the case, we might suppose that the French Government would be no less desirous than our own to come into the arrangement which has been proposed—an arrangement which clears up all doubts as to the jurisdiction in mixed cases, and which is certainly as fair for one Power as for another, supposing them all to be equally disinterested. This question is getting every day of greater importance, and presses for a solution. The Suez Canal is an anomaly, which may any day become dangerous. Its epicene character, half public half private; its double purposes, part commercial, part political; its combination of the trading speculation with territorial dominion, render its continued existence, undefined and unrestricted, a very serious menace to the peace of Europe.

Literature.

In the *Oriental* for June there appears, under the head of "Unrequited Service," a paper on the discovery of tea in Assam some forty years since by Lieutenant (now a retired Colonel) Charlton, of the Bengal Army. The writer complains that beyond receiving the gold medal of the Agricultural Society of Bengal, Colonel Charlton has gained nothing by the discovery. In a paper entitled "China" the writer displays an interest in China and Chinese matters amounting almost to enthusiasm. He evidently is not of opinion that his countrymen share his views on the subject, for he writes, "Not only are Chinese affairs completely unknown to the general body of Englishmen, but the few who know anything on the subject vary decidedly in the feelings they entertain towards the inhabitants of the Central Land." The writer thinks that there is a wonderful unanimity of feeling, however, among Englishmen upon one point, that is in the consideration of the natives of China as a distinctly inferior race to themselves, and whom a kind Providence has created, multiplied, and preserved for the special advantage of British commerce and industry. The progress made by the Chinese is pointed out in this paper, and if it were not that for every word of praise the writer can bestow upon the Chinese an equal amount of dirt is thrown upon the Western intruder who has thrust his ideas upon the Celestial in an obtrusive and impertinent manner, the paper might be read with greater interest.

The *Gentleman's Magazine* for July completes the first volume of an entirely new series, and the contents are very interesting. Mr. Francillon's "Olympia" is continued, together with the "Water-side Sketches" and "Men and Manners in Parliament." This latter paper is very readable, dealing as it does with the peculiarities of members of the House of Commons. A further instalment of a "Rambling Story," by Mary Cowden Clarke, is also given, and Mr. Blanchard Jerrold contributes a chapter on the late Mr. Van de Weyer.

Mr. Frederic Marshall, in an article in the *Fortnightly Review*, entitled "Justice Abroad," describes the manner in which ex-territorial privileges and Consular jurisdiction were first obtained from Turkey in the sixteenth century, and proceeds to say that:—

Analogous conditions have been successively extracted by various means from Persia, Muscat, Siam, and Japan. In all these countries English subjects are now amenable to their Consul only as regards disputes between themselves, and to the tribunals of the nationality of the defendant in disputes between Englishmen and natives. In China we go further still, and refer all cases in which our countrymen are interested, either with each other or with Chinese, to our Consuls, who "if they cannot arrange them amicably, shall request the assistance of the

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local authorities and decide equitably." In the same way and at the same time we have everywhere obtained that our goods shall be imported into all these countries at duties of either three or five per cent.

He then depicts the case of the Japan treaty under the designation of Gobi:—

The Government of the Gobi Desert wishes to present some observations to the Government of England with reference to the treaty which at present binds them to each other.

At the time when that treaty was first agreed the inhabitants of Gobi knew absolutely nothing of European habits, laws, or principles, and the only arms they had were bows and arrows. They were as weak as they were ignorant. This being their condition, a British war-ship sailed up their great river one day, fifty years ago, and its captain said, "I have come to make a treaty." The Gobi Government of that period replied, with natural indignation, "We don't want a treaty; we don't know you: and if you don't go away immediately down the river, we shall send out warriors in a canoe to destroy you." Thereupon, as history relates, the captain shot at the peaceful inhabitants of Gobi city, killed twenty-nine of them, and set fire to the palace of the king. The arguments thus employed did not permit either resistance or discussion; the Government of Gobi consented to make a treaty; but as it had no idea what a treaty was, or what ought to be put into it, the Government accepted, with its eyes shut, the form of treaty which the captain was pleased to indicate. Then the captain went away again, carrying his treaty with him. We burnt the people he had killed, and we rebuilt the palace he had burnt.

A year afterward another ship appeared. The captain landed, and with him came an Englishman, who said he was the Consul, and that he had come to judge disputes between our subjects and his countrymen. We did not understand him, but he told us it was in the treaty, so we did not say anything for fear of cannon.

Then more Englishmen began to come to Gobi, bringing with them opium and brandy; our people bought these things from them, and became, in consequence, very wicked. So the Government told the Consul that it would not allow any more such things to be brought to Gobi, because they did damage to our people; but the Consul laughed, and said, "It is in the treaty." The Government looked again at the treaty (which it had never comprehended), and a saw a clause in it which gave Englishmen the right to bring into Gobi and to sell all manner of goods, on condition of paying to the Government three per cent. Directly the Government understood this it complained to the Consul, who laughed again with much contempt, and said, "It is in the treaty." At last the Government got very angry, and told the Consul it would break so abominable and unjust a treaty, but the Consul laughed once more, very contemptuously indeed, pointed to the ship, and said "Bombardment."

So the Government discovered that Gobi had become a sort of property of this Consul, and it was very much annoyed and felt ashamed. But, as the treaty was only made for twenty years, the Government decided to wait in patience, and to avoid being shelled, with the design of putting an end to the horrible treaty as soon as the twenty years expired. When that time came the Government told the Consul (it was not always the same Consul, but all the holders of the post were alike) that the treaty was finished, and that he could go away. History tells us that the Consul laughed more violently than ever, and that he exclaimed to our Minister of Foreign Affairs (he had obliged us to create a functionary of that name), "Treaty finished! Treaties never finish. A treaty once made goes on for ever. Besides, the clause you speak of says only that the treaty shall be *revised*. I am quite ready to revise it." Our Government looked at the treaty once more, found out that this was true, and said, with a deep groan, "Well, if we can't put an end to it, let us revise it; so strike out those two clauses about Consular jurisdiction and the right of importing everything at a duty of three per cent." Thereat the Consul laughed so much that we hoped he would be suffocated, but he came round again, and answered, "Poor foolish people, revision gives no rights to *you*, it only gives rights to *us*; the reason being that we have ships and that you have not." So we had to sign another treaty, confirming all the old conditions and adding many new ones. After this the English became singularly insolent and brutal; they all treated us as if we were despicable and contemptible; the newspapers they published in our country were full of abuse of us in very vulgar language; but the jurisdiction clause did not permit us to interfere, and when we spoke about it to the Consul he said that it was "all right."

After a time there arose in Gobi a desire for instruction; we opened schools; we learned to read English books; we sent young Gobians abroad to study European teaching, and, by degrees, we found out many things of which we had not suspected the existence. Profiting by this first insight into knowledge, we imitated Europe, and silently, without telling anybody, we instituted a Commission to examine into the nature of the relations between European States. That Commission went to Paris and to London, and to many other places, under pretence of buying brandy (for the Consul was so hard on us that we did not dare to let him know what we were about), and, two months ago, it presented its report to the Government of Gobi.

Thus far we have spoken here historically, as slaves of the English treaty; now we are going to speak morally, as becomes a free and independent nation.

When first you sought us out you found us powerless and ignorant; we understood absolutely nothing of the demands which you addressed to us; we possessed neither ships nor forts, nor troops nor guns; we were as unable to appreciate the conditions which you called upon us to admit as we were incapable of resisting them by arms. Blindly and impotently we accepted them; in our weakness and inexperience we could but yield; you obtained our signature to stipulations of which we in no way comprehended the injustice, the gravity, or the consequences. We submitted to the dictation of superior strength and superior knowledge; we allowed you to impose on us a customs' tariff for your goods, and to deprive us of all jurisdiction over your citizens within our territory.

For many years we continued to remain ignorant of the true signification of these events. So long as we were isolated from the world, so long as we had no opportunity of examining not only the material causes of the prosperity of states, but, still more, the motives and the objects which guide their policy, it was natural that we should rest silent under engagements which, though we suspected them to be monstrously unjust, we were unable to measure by the standard which you yourselves apply.

Now, however, our position has become different.

We have learned that absolute independence of interior action, and absolute equality of exterior relationship are rights which are claimed by and accorded to every State in Europe and America, however small its population, however limited its influence, and whatever be its form of Government. We have thus acquired the proof that the sentiment of universal justice exists, and is applied everywhere without hesitation and without discussion.

It has become evident to this Government that the one object of Great Britain in forcing it to accept this treaty has simply been to render trade more advantageous for English citizens. In other and clearer words, we have been constrained to adopt international obligations which every Christian people would reject with anger and disdain, to assume a position of absolute inferiority, to abandon our sovereign right of equality and independence, in order that a certain number of your traders may make a larger profit out of their transactions with our people. Reduced to its reality, defined in its true sense, this is what our treaty means.

And you tell us that, as we have once signed this treaty, it must go on for ever. You inform us that a signature extorted from our ignorance and our fear is to bind us as long as our two nations last. You point to Turkey as a precedent, and you assert that the "principles" of Consular Jurisdiction and cheap tariffs are admitted by all Eastern countries, and that we must bear our fate like all the others.

We might have gone on bearing it in silence, as we have done for fifty years, if, amongst the information which we have recently acquired, there were not one more fact which we have not mentioned yet. We have discovered that there is in Europe a force more powerful than gunboats, of which Ministers and Governments have to take account, which influences emperors and kings, before which even Consuls tremble. That force is public opinion, and we place ourselves in its succouring hand.

We claim to fix our tariffs without dictation from abroad; we claim to judge the crimes committed by foreigners in our territory; we claim the power of punishing Englishmen who insult us, and we entreat public opinion to grant these claims. If England thinks that our laws are too barbarous to be applied to English subjects, we shall presume to ask, modestly and gently, that Englishmen will be pleased to stay away from us until we have civilised ourselves sufficiently to be worthy of their contact. In the name of the pride which we now know that nations cherish, do not let Europeans ill treat us and make money out of us both at once.

For these motives we declare—not to a Consul whom we fear and hate, but to the entire British nation—that we will not renew our present treaty, and that if England sends a fleet to frighten us into submission we will accept destruction rather than injustice.

What should we reply to a proclamation such as this? Should we go to war upon it? Should we send a fleet to Gobi to force it to renew engagements of which the whole history is a shame? Or should we wake up to a sense of the ill that we have done, own that the Government of Gobi is right, and that we are wrong, and declare that we will have no more of this?

The July part of *All the Year Round* contains a paper entitled "Chinese Shops and Shop-signs," which gives more information on that subject than we remember to have seen brought together in so brief a space. The article appears to be, in some measure, a compilation, but the writer has been careful to put forward nothing but what can be corroborated by any one who is at all familiar with the interiors of Chinese cities, and his remarks about Peking kite shops will probably be new to many people. The system of shop-signs and sign-boards is clearly explained, and some quaint examples are given of the peculiarities of the Celestials in this respect.

Mr. Duffield Jones, formerly of the China Consular Service, contributes "Notes about Tea" in the current number of *Good Words*. His main object, he tells us, is "to offer some explanatory remarks with regard to the names by which some of the principal varieties of the leaf are known among the Chinese." He also glances "briefly at a few incidental matters appertaining to the tea-trade," and amongst other things he says a few words on the subject of home adulteration. Considering that Mr. Jones' article must have been in type when Mr. James Barringer gave his evidence before the Committee of the House of Commons, to which we alluded in a leading article of our last issue, it is somewhat curious to notice a coincidence between his remarks and that gentleman's revelations. Mr. Jones further tells us that a friend of his once saw a notable lot of "green tea from Canton without any tea-leaves in it at all, the precious importation being entirely made of some other leaf. This *tea* is said to have been made in Macao, and was sold in London and shipped to the Continent."

Sir Samuel Baker contributes a valuable paper on "Slavery and the Slave Trade" to the July number of *Macmillan's*. There is also a notice of Mr. Holman Hunt's "Shadow of Death," and a paper on Jules Michelet in the current number in addition to the Irish story "Castle Daly." Dean Stanley's addresses on Bunyan, and on Arnold and Rugby are likewise reproduced.

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Besides the article on "Chinese Railways," on which we have commented at some length, the last number of the *China Review* contains several papers and notes of interest and value, the most noticeable of which are a painstaking dissertation on the "Tablet of Yü," by Mr. C. T. Gardner, of the Canton Consulate, and a paper on the "Geographical Distribution of Commercial Products in Kwang-tung," by Mr. F. Hirth, Ph.D. Mr. C. F. R. Allan's translation of the "Young Prodigy" and Mr. Oxenham's "History of Hankow and Hanyang" are concluded in this number. We notice, with pleasure, the industry of Consular officers in supporting this magazine with valuable contributions; they cannot turn their spare time to better account.

The July number of the *Cornhill* contains a paper entitled "Leih-tsze," by the Rev. F. S. Turner, which we fear will not prove so attractive as it deserves, to the general run of magazine readers. The commencement of his article is written in a style which is, to use an Americanism, rather "played out," and we are much surprised to find him speaking of the Yellow River as the Hoang-ho. We fancy that few Sinologues nowadays would think of writing the name thus. Leih-tsze, we find, lived in the feudal age of China, when the area drained by the Yellow River was divided into a hundred petty kingdoms, dukedoms and baronies, practically independent. Some 200 years after his death a conqueror from the west of this agglomeration of petty States welded them all into a despotic Empire. Wishing to obliterate the memory of everything that could dim his own glory, "he resolved to commit to the flames every memorial of the past, in order that the history of humanity might begin with his reign." This book of Leih-tsze, of which Mr. Turner writes, was one of those which escaped. We fear that no great gain has resulted to the human race from this fact, for not much can be said in favour of "the naturalistic philosophy of which Leih-tsze is a representative," though it is quite true that "it can do us no harm to learn whither it led them and what it ended in."

Naval and Military.

The following appointments to the China station have been made:—Lieut. E. P. Hocker and Surgeon S. F. Hamilton to the Avon; Lieut. C. H. Herring, Engineers W. H. Croxall, J. Bolas, and W. Hair, Surgeon C. W. Magrane, and Assistant-Paymaster C. W. Penny, to the Curlew; Commander the Hon. E. S. Dawson and Lieut. A. E. M'Murdo, to the Dwarf; Commander R. H. Harris to the Elk; Assistant-Engineer R. G. Wilby (for disposal), and Surgeons M. Greavy (for service at sick-quarters at Yokohama), and N. F. Fitzmaurice (for disposal) to the Iron Duke; Lieut. A. H. O. P. Lowe, Engineers C. M. Johnson and M. G. Moore, Assistant-Engineer J. Fraser, Surgeon A. W. Flood, and Assistant-Paymaster T. S. Harrison to the Thistle; and Dr. W. J. Rankin to the Naval Hospital, Hong Kong.

Captain C. W. Lloyd, of the 16th Regiment, brigade-major in the Straits Settlements, will probably be shortly relieved.

The Victor Emmanuel, which is to take the place of the Princess Charlotte as depôt ship at Hong Kong, Captain George H. Parkin, steamed out of Portsmouth harbour to Spithead on the 5th inst., and, after being swung under steam to ascertain the deviation of her compass, sailed for Hong Kong with orders to call in at Plymouth Sound on her way down Channel. The following naval and military officers and troops embarked at Portsmouth:—

Commander Hon. E. S. Dawson, to join Her Majesty's ship Thistle; Commander Robert H. Harris, the Elk; Lieut. E. P. Hocker, the Avon; Lieut. A. H. O. P. Lowe, the Thistle; Lieut. C. H. Herring, the Curlew; Lieut. Aston E. H. M'Murdo, the Dwarf; Assistant-Paymaster Harrison, the Thistle; Assistant-Paymaster Penney, the Curlew; Navigating Sub-Lieut. Barnard, the Curlew; Surg. W. Magrane, the Curlew; Surg. S. F. Hamilton, the Avon; Surg. W. F. Rankin, Hong Kong Naval Hospital; Surg. M. U. Greany, Yokohama Hospital; Engineers W. H. Coxall and W. Hair, the Iron Duke; Engineer C. Johnson, the Thistle; Engineers J. Bolas and E. Norrington, the Curlew; Engineer M. G. Moore, the Thistle; Engineer Hughes, the Iron Duke; Engineer Welby, the Curlew; Engineer Fraser, the Thistle; Gunner Wingate, the Curlew; Gunner Kilby, the Dwarf; Boatswain Allen, the Iron Duke. For passage to Singapore.—1st Battalion, 10th Infantry, Capt. W. Whitla, Lieuts. Lang and Elliott, eighty-nine non-commissioned officers and men, with six women and fourteen children. For passage to Hong Kong.—Capt. Ellaby, Royal Artillery; Lieutenant Johnson, 80th Regiment, ninety-two non-commissioned officers and men, two women, and two children; Army Hospital Corps, Surgeon Alexander and Mrs. Alexander, ten men, with one woman and one child. For passage to Singaapore.—Army Hospital Corps, nine men, one woman, and one child. Supernumeraries, seamen, Marine Artillery, and Marine Light Infantry, to join Her Majesty's ships on the station, about 600.

The manufacture of the 80-ton gun which is now going on at the Royal Gun Factories, Woolwich, excites considerable interest, the gun being more than twice the size of any one at present in existence. The steel block from which the inner tube or lining is to be made is believed to be the largest piece of steel ever produced. It is twenty-five feet in length and twenty-five inches in diameter at the thickest end, but is tapered off towards the muzzle, where the strain of the explosion becomes less. It weighs about twelve tons. The trunnion-piece, which weighs eighteen tons, has also been manufactured and is the largest largest forging ever produced at the Arsenal.

The following officers, whose last period of service was in China, have received appointments as under:—Captain J. H. E. Baird, (in the Juno from 1870 to 1873) to the Swiftsure, 14 guns, 800-horse power, Mediterranean; Sub-Lieutenant H. J. Jeffreys (in the Iron Duke from 1872 to 1873) to the Sultan, 12 guns, 1,200-horse power, Channel Squadron; Navigating-Lieutenant J. A. Jones (in the Ringdove from 1867 to 1873) to the Donegal, 30 guns, 800-horse power, Portsmouth; and Mr. G. Davenport, second-class boatswain (in the Juno from 1871 to 1873) to the Royal Adelaide, flagship, Devonport.

During the year ending 31st December, 1872, there were held, at home and abroad, 14,290 courts-martial; viz., 99 general, 7,532 garrison and district, and 6,659 regimental and detachment, being in the proportion of 78 courts-martial per 1,000 effectives. The actual proportion per 1,000 of men tried was less, as some were arraigned twice to four times each. The number of men tried was only 12,024. Two courts-martial were quashed, and the sentences of six others were not confirmed.

An order has been received at the Government dockyards from the Admiralty stating that at the election of members of Parliament for dockyard boroughs all the registered electors employed in the dockyards are to be granted a half-holiday on the day of polling without their pay being deducted. Electors belonging to the dockyard who have county votes are also to be granted a half-holiday on the day of polling without loss of pay.

The Imperial German screw corvette Gazelle, 8, Baron Von Schleinis commander, from Kiel, arrived in Plymouth Sound on the 28th ult. She is bound for Madeira and the Indian Ocean, to observe the transit of Venus. She will take in a supply of coal, and leave in a few days for her destination.

Captain John K. E. Baird, late in command of H.M.S. Juno, on the China station, has been appointed to H.M.S. Swiftsure in the Mediterranean, vice the Hon. William J. Ward.

The command of the 9th Lancers has become vacant by the retirement, on half-pay, of Colonel Fiennes.

THE HEALTH OF THE CHINA FLEET.

The annual report on the health of the navy—a massive Blue-book—has just been published. We give a summary of the report relating to the China station:—

The squadron comprised 22 vessels, and there was a marine detachment in Japan. The returns are incomplete, but the force reported on is estimated at 2,950. The total number of cases entered on the sick-list was 4,743. Seventeen proved fatal, and 126 were invalided—a reduction in both. In the febrile group of general diseases 368 cases appear. On the whole, however, the squadron was very healthy, its death-rate being the lowest on record. A single case of small-pox occurred in the person of an officer of the Iron Duke, flagship, at Hong Kong. Five cases of dengue occurred in the Elk, three among officers, and two among men. The disease appeared in the form of an epidemic at Amoy, and three out of the five cases were contracted there. The fourth case was contracted in Takow, Formosa, and a large number of the Chinese were affected by it. The fifth patient was also believed to have taken the disease in Formosa. There was a single case of enteric fever in the marine detachment in Japan. The cases of simple continued fever numbered 217, of which one proved fatal, that of a marine on board the Zebra. The ships in which the largest number of cases occurred were the Barrosa (88), the Princess Charlotte (22), and the Ringdove (19). The outbreak on board the Barrosa was while the ship was in dock at Aberdeen; and the surgeon (Mr. W. Anderson) says, "I have no doubt whatever that this outbreak was mainly attributable to exposure to the intense heat of the sun, whether on shore or under the awning on board, and to the heat and insufficient ventilation caused by the overcrowding of the crew on board during the time the ship was in dock in a vitiated atmosphere; and I would strongly urge that in future when it may become necessary to dock a ship at Aberdeen during the summer months, the crew should be transferred to a hulk, and that only those whose presence is absolutely necessary for the safety of the ship should be left on board." The cases in the Ringdove occurred at Shanghai and Hong Kong, and were due in different cases to exposure, fatigue, errors in diet, atmospheric vicissitudes, and similar common causes. There were sixty-six cases of ague and seventy-seven of remittent fever under treatment in the squadron during the year. The ships in which they prevailed most were the Barrosa, the Cadmus, the Juno, and the Zebra. Many of the cases on board the latter were contracted on the coast of Borneo, where the men were exposed to malarious influences while away on duty in boats. In the constitutional group of general diseases there were 659 cases. Those of rheumatism numbered 197. There were 145 cases of various forms of diseases of the nervous system, one of which proved fatal. Eighteen cases of sunstroke were under treatment, and two (from the Thistle contracted at Hankow) were invalided. A case of heat apoplexy—that of a boy of the Cadmus at Shanghai—proved fatal. In connection with this case, the surgeon (Mr. J. E. Dyas) remarks:—"With hardly an exception the deaths from heat apoplexy in Shanghai might with more correctness be classified as deaths from drink poison. I here use the term 'drink poisoning' instead of alcoholism, for the simple reason that alcohol is the least hurtful ingredient in the liquor sold in the grog-shops which crowd the disreputable quarters of these settlements. Gin can be bought at various places in Hongkew for $2 per dozen, bottles included. In the deadly mixture of sulphuric acid, kerosene oil, and bang, which can be sold for this price, alcohol must count for very little. I am told that Hongkew gin is an excellent blister for horses." Of diseases of the circulatory system there were 36 cases, and 1 of organic disease of the heart proved fatal. It occurred in the person of a seaman of the Zebra. The cases of disease of the res-

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piratory system numbered 410, and of the digestive system 945, 4 proving fatal. Three cases of dysentery, and 18 of diarrhœa occurred on board the Hornet while at Saigon. The assistant-surgeon (Dr. W. H. Colahan) attributed them to chills. "Water," he says, "very frequently gets credit for being the vehicle by which the dysenteric poison gains admission to the system. In our case, however, it cannot be set down to this cause, for nothing but condensed water was used whilst at Saigon, and for some considerable time previously, and our men had not been on leave, so that it seems reasonable to infer that its channel of introduction to the system was the respiratory surface." There were 102 cases of diarrhœa in the Iron Duke, most of them occurring in Japan, and especially at Yokohama. The staff-surgeon does not think the disease was attributable to the water. "I have examined (he says) that of Hong Kong, Nagasaki, and Yokohama; there is not a shade of impurity in any of them, at least nothing that permanganate of potash will show. Nagasaki and Yokohama showed rather an unusual quantity of the chlorides, ten grains at least to the gallon, which might be owing to carelessness in bringing it off, or soakage through the floating tank. The inhabitants of Nagasaki speak very highly of the water there. At Yokohama I was told, on shore, that the water is slightly brackish. Diarrhœa is not very prevalent at either place. All the waters are beautifully clear and transparent." Of diseases of the urinary, &c., system there were 321 cases; of the organs of locomotion, 10; of the cellular tissue and cutaneous system, 1,032; of unclassed diseases 72. Six cases of delirium tremens occurred in the squadron, viz., two in the persons of officers, two in petty officers, one in a non-commissioned officer of marines, and one in a seaman. A case of lead poisoning occurred in the person of the painter of the Juno. In the Salamis, six men of a mess partook of some small fruit received on board at Tasman Bay. They were all attacked by symptoms of poisoning, and, without applying to the medical officer, each took a mustard emetic, which relieved them all immediately, with the exception of one man, a stoker, who took a large dose of mustard without taking a sufficient quantity of warm water. He ultimately recovered. There were 650 cases of wounds and injuries of various kinds, twenty-eight of burns and scalds, and four of submersion and drowning; and of these, five of wounds and injuries were invalided, and four of wounds and injuries, and all the cases of submersion and drowning, proved fatal. Of the fatal injuries, one was a wound of the abdomen, caused by the bursting of a gun-barrel; two men sustained fatal fractures and internal injuries by falling from aloft; and one man from a similar cause sustained fatal fracture of the skull. One man was drowned by falling off a pontoon, one by falling over a brow, one by falling through ice, while employed at Tientsin breaking the ice clear of the ship, and one man was found drowned.

In the course of the report, the surgeons point out the disastrous effect which the temporary suppression of surveillance and the closing of the Lock Hospital at Yokohama have had on the crews of the ships on the station. During the twelve months no less than 337 cases of contagious disease were under treatment; and the vessels which suffered the most were the Barrosa, the Iron Duke, and the Juno. The Marine detachment also suffered severely. The surgeon of the Barrosa says:—"The increase in the number of cases contracted at Yokohama is mainly attributable to the fact that the prostitutes of the Yoshiwara (the place where the registered prostitutes were domesticated), 'who had hitherto been the slaves of the brothel keepers,' were granted their freedom by the Japanese Government; and being free, they one and all left the place. Even those who were under treatment in the hospital were allowed to go, while still suffering from disease. Many of these have since voluntarily returned, and a new establishment is being erected for their reception, where it is expected that all the arrangements will be on a more satisfactory footing than hitherto. It was during the break-up of the Yoshiwara, however, that our men were granted general leave; and all the cases which occurred at that time were contracted in public-houses kept by Europeans and Americans in the foreign settlement, where diseased women were allowed to resort for the purpose of prostitution. These irregularities were represented to our Consul, but as the owners of the houses were not British subjects, little could be done to put a stop to them."

NEW SEASON'S TEAS.

The departures to note are the steamers *Sirius* and *Crocus* from Foochow on the 26th and 28th June. The *Glenartney*, *Agamemnon*, and *Glenfalloch*, from Hankow, passed through the Suez Canal on the 2nd, 3rd, and 4th inst. The following is a list of the cargoes afloat.

Woosung Dates.	Name.	From	Cargo--lbs
May 30	*Agamemnon (str.)	Hankow	2,690,000
„ 31	*Glenartney (str.)	„	2,250,000
June 2	*Glenfalloch (str.)	„	2,330,000
„ 2	Hong Kong (str.)	„	2,130,000
„ 6	Cawdor Castle (str.)	„	2,200,000
„ 11	Gordon Castle (str.)	„	2,200,000
„ 16	Cutty Sark	„	1,300,000
„ 26	Japan (str.)	„	—
May 31	Nizam (str.)	Shanghai	1,200,000
June 14	Zambezi (str.)	„	1,450,000
„ 14	Glenearn (str.)	„	2,200,000
„ 15	Braemar Castle (str.)	Foochow	2,200,000
„ 19	Mongol (str.)	„	2,300,000
„ 19	Glaucus (str.)	„	1,400,000
„ 26	Sirius (str.)	„	—
„ 28	Crocus (str.)	„	—

* These steamers have passed through the Suez Canal.

LATEST TELEGRAMS.

THE WAR IN ATCHIN.

THE HAGUE, JUNE 30.—The Government has received the following despatch, dated Buitenzorg, June 29:—"Numerous bodies of natives of Pedir fired on all our military posts on the 20th inst., but without effect. The enemy had entrenched himself on the right bank of the Atchin river, but on the following day he was driven out of his forts with considerable loss. We had twenty-nine wounded."

MARKET AND SHIPPING REPORT.—CHINA.

SHANGHAI, JULY 4.—Grey Shirtings, 8¼ lbs. (Dewhurst's Eagle Chop), Tsl. 1.9.4. Exchange on London: Bank bills, six m.s., 5s. 10¼d. Arrivals: Bengal (str.), Condor, Lauderdale.

HONG KONG, JULY 3.—Grey Shirtings, 6½ catties, 8¼ lbs., $2.45; Cotton Yarn 16-24, $115; Cotton, fair medium Bengal, $13. Exchange on London: Bank bills, six m.s., 4s. 3½d. Arrivals: Glenroy, Olympia. The Lap Tek, str., 734 tons, has been totally lost near Keelung.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—June 28, at Bremerhaven, from Rangoon, Maria Rickmers; July —, at London, from Manila, Omba; 3, at Falmouth, from Rangoon, Tynemouth Castle (str.); at the Clyde, from Samarang, Margarita; June 30, at Copenhagen Roads, from Batavia, Signe; —, at Boston, from Singapore, Argo; July 4, at Falmouth, from Bassein, Jupiter; 3, from Saigon, Aline; 1, at Hamburg, from Saigon, Hansa; at Bremerhaven, from Rangoon, Eliza Kenney; 2, at Marseilles, from Bangkok, Louise Margueriete.

DEPARTURES.—July 1, from Cardiff, for Galle, St. Pierre; 2, from Cardiff, for Singapore, Guiseppina N.; from Swansea, for Yokohama, Caspar; 1, from Hamburg, for Hiogo, La Plata.

SPOKEN.—R. D. M. H. (Iris, barque, of Hamburg), Cardiff to Singapore, May 9, 4 S., 32 W.; Anna Dorothea, Hong Kong to New York, May 30, 24 S., 2 E.; Oleander, Colombo to London, 24 S., 4 E.; Carl Ritter (German barque), Saigon to Falmouth, 35 S., 19 E.; Cheviot, Penang to London, June 9, 17 S., 4 W.; Queen, Batavia to Channel, June 9, 19 S., 3 W.; Anton Gunther (German barque), Saigon to Falmouth, May 15, 35 S., 28 E.; Cresswell, Colombo to London, May 24, 33 S., 14 E.; Araby Maid, Japan to Falmouth, June 12, off St. Helena; Dordrecht II., Rotterdam to Batavia, June 29, in Soundings; Yedo, Rotterdam to Sourabaya, June 29, in Soundings.

PASSED SUEZ CANAL.—July 3, Galley of Lorne, London to China; Princess Amalia, Rotterdam to Java; Dahlia, Java to Rotterdam.

Parliament.

HOUSE OF COMMONS.

THE SIAMESE-INDIAN TREATY.

(June 30th.) Sir G. BALFOUR asked the Under-Secretary of State for Foreign Affairs whether the Treaty lately concluded between the Government of India and the King of Siam had been communicated to the Foreign-office; and if so, then whether any and what Consular officers were to be appointed to carry out the Treaty. The hon. member also asked the Under-Secretary of State for India whether the Treaty, as published in the *London and China Telegraph*, of the 23rd of June, was authentic, and if so, whether any modifications could still be made in the Treaty before its final ratification; and when a copy of the Treaty would be laid before Parliament.—Lord G. HAMILTON informed Sir G. Balfour that the Treaty, as published in the *London and China Telegraph*, was authentic; that the Treaty had been ratified, and, therefore, it was impossible to modify it. He would produce the Treaty if it were moved for.—Mr. BOURKE said the duty of seeing the provisions of the Treaty carried out would be performed by Mr. Knox, our Consul at Bangkok.

THE WOOSUNG BAR.

(July 2nd.) Mr. R. REID asked the Under Secretary of State for Foreign Affairs if his attention had been called to a telegram which appeared last week, stating that the Chinese Foreign-office had finally declined to undertake the operation of dredging the Woosung Bar; and if he would inform the House what was the latest intelligence received at the Foreign-office on the subject, and what further steps Mr. Wade had taken to induce the Chinese Government to attend to the matter.—Mr. BOURKE stated that the latest intelligence received at the Foreign-office on this subject was dated June 11, and it was not satisfactory. At the same time the Government had no reason to believe that the Chinese Government had refused to improve the bar of the Woosung River. Under these circumstances, and as the correspondence was still going on, it had not been necessary for the Government to decide on the future steps they should take.

In the House of Commons to-night the following questions will be asked:—

Mr. B. Denison.—To ask questions relative to the war between the Dutch and the Sultan of Atchin.

Address for Copy of Report as to capture of the German vessels *Marie Louise* and *Gazelle*, &c.

Address for Copy of the Correspondence as to Chinese cruisers who intercept trading vessels to and from Hong Kong.

Mr. Bates.—To ask Mr. Reed a question relative to a statement made by him with regard to a vessel about to sail for China.

Lord Stanley of Alderley will to-night bring forward the subject of the government of the Straits Settlements.

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Miscellaneous.

DEPARTURE OF THE REV. C. P. SCOTT FOR CHINA.

On the evening of St. Peter's Day a special character was given to the Second Evensong at St. Peter's, Eaton-square, to adapt it to the occasion of the departure of the Rev. C. P. Scott, who has been working in the parish as curate for more than three years, as a Missionary to China. At the commencement of the service a procession, consisting of the full choir and seven or eight clergymen, with Mr. Scott and the Vicar, entered the church singing the well-known hymn, "From Greenland's icy mountains." All of the large congregation present felt the beauty and fitness of the service throughout, from the General Confession to the "Lighten our darkness" before the address. The feeling was perhaps strongest in the "Lord, now lettest Thou Thy servant depart in peace," and in the Creed. The address was given by the Rev. G. H. Wilkinson, the Vicar, from the text 2 Tim. ii. 1, "Thou, therefore, my son, be strong in the grace that is in Christ Jesus."

After a few warm, cheering words, spoken in the name of the congregation, to Mr. Scott, the Vicar added, "No words of mine can possibly tell him how much we love him, rather let us show that love by silent united intercession on his behalf that God the Father, Son, and Holy Ghost, our eternal God, would pour on him the blessings that he so much needs, and for this purpose there will now be five quiet silent minutes' prayer."

After silent prayer the large congregation joined most heartily in the Missionary Hymn "Speed thy servants, Saviour speed them, &c." A few collects followed, and the final blessing was pronounced by the Vicar. The hymn "Crown Him with many Crowns," was then sung as a recessional, at the close of which a large number of the congregation passed through the vestry to take leave of Mr. Scott, the appreciation of whose ministry has been abundantly testified during the last few weeks by the number of gifts which have been made to him, including a purse of £210, presented on Monday morning.

BUDDHISM AND CHRISTIANITY.

On the 21st ult. the Bishop of Victoria in the course of a sermon preached at St. Mary's, Newington, on behalf of the Church Missionary Society, gave an interesting account of the practical effects of Bhuddism as the religion of China. His lordship said that not long ago Buddhism was spoken of in Westminster Abbey as a living religion almost on a level with Christianity. Without entering into a controversy on the subject, he said this was an entire mistake. He had paid hundreds of visits to Buddhist temples, and all he could say was that if the venerable abbey were filled with disgusting images for worship; if the dean and his clergy were to chant night and day a lot of unmeaning jargon; if all those engaged in the service of the abbey, in fact, were lazy, illiterate, sensual, opium-eating priests; if the nave and aisles and cloisters were filled twice a year with a gay throng of people to keep high holiday and make prostrations before the idols; if on such occasions there were mountebanks and so on outside the building, while the smoke of incense within was mixed with the smoke of tobacco and loud babbling was heard on every side; if such formed part of our worship, then, and not otherwise, might Bhuddism be fairly compared to Christianity. Alluding to the subject of missions, the right rev. preacher said that the missionary labourers in China were Roman Catholics, who had priests everywhere, and next Americans, Congregationalists, Presbyterians, Methodists, Baptists, whilst, he was sorry to say it, the Church of England came last of all, and was far behind in missionary enterprise in that country. The results of the united labours of all the Protestant missionaries during the last quarter of a century was about 10,000 converts. The first great obstacle to missionary enterprise in China was the intense unwillingness of the upper and governing classes to receive the teaching of foreigners or to have anything to do with them, and this applied not only to the Gospel but to things secular, such as railways, telegraphs, and anything they could introduce into their country, and they would remain for ever, if they could, shut out from all the rest of the world.

ST. ANDREW'S WATERSIDE MISSION.—The annual festival of St Andrew's Waterside Mission was held on the 29th June, the anniversary of the foundation of the Mission Church at Gravesend. A large number of clergy from the county were present, with many friends and supporters of this ever-increasing mission. The afternoon sermon was preached by the Right Rev. the Bishop of Brisbane, that in the morning by the Rev. W. T. du Bonlay, vicar of St. Mary's, West Brompton. The Very Reverend the Dean of Rochester, and the Rev. R. P. Coates, also took part in the services. The Rev. John Scarth, hon. secretary of the Mission, the Rev. Wilmot Buxton, the Rev. H. G. Lee, and the Rev. J. Matthews, who assist in the Mission work, were also present. The services were very hearty, and the great good done by this branch of the Church's work was spoken of by both preachers with thankfulness. The St. Andrew's Waterside Mission is getting a world-wide reputation, and stations are ever opening up, as the means and opportunities for helping sailors abroad occur. Within the last month upwards of 1,900 volumes of books have been received at the Mission, and the library boxes sent out nearly equal one a day, besides large quantities of books forwarded to other stations, and many Bibles, prayer-books, and magazines distributed every day. The Mission has lately received its first legacy in the shape of a library of books left to it by a lady in Yorkshire, the executors being the Rev. Dr. Vaughan, Master of the Temple, and the Rev. F. Pigou, vicar of Doncaster. The Bishop of Rochester, speaking of the Mission in his visitation charge last year, said:—While I am on the subject of Home needs and Home Missions, I am bound to mention to the promoters of such good works, as an instance of a special need, the St. Andrew's Waterside Mission. This was a Mission (the word has now become a familiar word) set on foot to afford spiritual aid to emigrant and other ships leaving these shores while they yet lay in the Thames; in which are often to be found persons setting forth with little thought for any other provision than that of things needful for the body. Ten years ago the Rev. Canon Robinson, then Incumbent of Holy Trinity, Gravesend, started it. It is now carried on by one who shared his labours and has since succeeded him as Vicar of Holy Trinity—the Rev. John Scarth. Last year he distributed about one thousand pounds worth of books; more than twelve hundred volumes were, in one month, sent to him for the purpose, besides thousands of magazines and tracts. He bears witness to a great change for the better in the religious feelings of both officers and men; and has many of the former acting as lay missionaries on board ship, the Mission supplying them with books for service and for distribution." The Mission should be helped by all friends of sailors, and by all who wish to have the influence of the Church for good carried over the sea into all parts of the world.

ORDINATION OF MISSIONARIES TO CHINA.—The Free Church Presbytery of Glasgow met in Free St. Matthew's Church, for the purpose of ordaining Messrs. Gibson and Barclay as missionaries to China for the English Presbyterian Church. The ordination service in Glasgow was a deeply interesting one. Principal Fairbairn preached an able discourse from the text "They that sow in tears shall reap in joy," and after putting the usual questions, he proceeded to ordain the two young men in one act, laying a hand on the head of each. Dr. Andrew Bonar then addressed the missionaries in a singularly powerful and happy strain. He congratulated them upon the stimulus which they would have in China from the thought that if they did not preach to those with whom they came in contact no one else would. China was represented on the occasion by the Rev. George Smith, of Swatow, and the Rev. W. Macgregor, of Amoy, who made interesting statements regarding the field of the mission. The occasion was an unusually interesting one, and notwithstanding the absence at this season of many who would have been there, the large church was nearly filled, and there was a large attendance of the Presbytery. The destination of Mr. Gibson is Swatow, and that of Mr. Barclay Formosa.

DR. LEGGE AT NEW COLLEGE.—At the annual assembly in connection with the close of the session at New College, the Rev. Dr. Legge, of China, in seconding the adoption of the report, said his thoughts had been carried back thirty-seven years to the close of the session in Highbury College, one of the largest affluents which flowed into New College. Great changes had taken place all over the world since that time. It was a change—and one which, he believed, was for the better—when various colleges about London merged into this institution. He felt sure that the course of study was, on the whole, a great improvement as compared with that of thirty or forty years ago; and it would be the fault of the students if they did not go forth from New College in the future better furnished in some respects than the majority of their predecessors could possibly be.

WE hear that the Secretary of State for India in Council has at last granted the money required for building a new museum and Library upon the vacant ground opposite the India Office. The sum is said to be somewhere about £75,000. There seems to be little doubt that the Museum will be lodged at South Kensington during the erection of the new buildings.

WE understand that Colonel Gordon has sent home an application from Gondokoro, to the effect that two officers of the Royal Engineers may be sent out to join him forthwith. It is believed that Colonel Gordon hopes to be on the Great Lake about November next.

THE Secretary of the Eastern and Australian Mail Steam Company, Limited, has written to *The Times*, contradicting the telegram which had been published about the steamship *Flintshire* having been wrecked.

MR. HOARE, son of the Rev. E. Hoare, of Tunbridge Wells, has offered himself to the Church Missionary Society for missionary work, and has been accepted. Mr. Hoare will join the China Mission.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BUSH—On the 29th April, at Yokohama, the wife of J. Bush, of a son.

CAREY—On the 20th May, at Union House, Colombo, Ceylon, the wife of Laurence St George Carey, of a son.

CRANE—On the 29th June, at Singapore, the wife of C. E. Crane, of a daughter.

GILFORD—On the 26th June, Lady Gilford of a daughter.

HOWARD-VYSE—On the 1st July, at Langton Hall, Malton, Yorkshire, the wife of Colonel E. Howard-Vyse, 3rd Hussars, of a son.

KENNEDY—On the 30th June, at 17, Sloane-street, the wife of Henry George Kennedy, of a daughter.

LUCAS—On the 2nd May, at Kobe, Mrs. Henry Lucas, of a son.

STRACHAN—On the 10th May, at Yokohama, the wife of W. M Strachan, of a son.

YOUNG—On the 5th July, at Hawthorn, South-road, Clapham-park, S.W., the wife of Jasper Young, of a son.

MARRIAGES.

BERENDS—MATHEW.—On the 24th Ma , at H.M.'s Legation, Petropolis. by the Rev George Preston, Axel de Berends, First Secretary of the Russian Legation, and Honorary Councillor in the Service of H.M. the Emperor of Russia. to Florence Mary Gore, second daughter of George Buckley Mathew, Esq., C.B., H.M.'s Envoy Extraordinary and Minister Plenipotentiary in Brazil.

JONES-JOYNER.—On the 30th April, at H.B.M.'s Legation, Yedo, by the Rev. W. B. Wright, M.A., Thomas Manson Rymer Jones, M.I.C.E., eldest son of Thomas Rymer Jones, F.R.S., F.R.C S., of Westbourne-park, London, to Margaret, second daughter of Henry St. John Joyner, Northwick, Harrow.

RAMEE BURCHAN.—On the 1st May, at Hiogo, by the Rev. A. R. Morris, of the American Episcopal Mission, Philip A. Ramee to Kittie W., daughter of the late P. Stanford Burchan, of New York.

DEATHS.

CRAIG—On the 1st July, suddenly, at Edinburgh, Charles Sommerville Craig, late of the Chartered Mercantile Bank of India.

CRETIN—On the 11th May, at Yokohama, Joseph Cretin, late M.M. steamer *Mouzaleh*, a native of France, aged 18 years.

DICKINS—On the 14th May, at Yokohama. of diphtheria, Thomas Frederick, the eldest son of Frederick and Mary Dickins. aged four years and one month.

FAYERMAN—On the 2nd July, at his residence, The Limes, Ealing-grove, Edmund R. Fayerman, in his 75th year, fifty years Clerk to the Treasurers of the Society for the Propagation of the Gospel in Foreign Parts.

HENRY—On the 29th June, at his residence, 110, Westbourne-terrace, Hyde-park, Joseph Henry, Esq., formerly of Canton, in the 73rd year of his age.

LEAF—On the 3rd July, at Park-hill, Streatham, William Leaf, Esq., of Old Change, aged 83.

NORTH—On the 20th May, at Yokohama James North, formerly of the P.M.S.S. Co.'s Service, aged 43 years.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

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The "LONDON AND CHINA EXPRESS" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published Weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

The London & China Telegraph.

LONDON: MONDAY, JULY 6, 1874.

CONSULAR COURTS IN THE FAR EAST.

THE question of Consular Courts in Egypt brought forward in the House of Commons by Mr. BAILLIE COCHRANE, leads us to look into the jurisdiction and practice of the Consular Courts in the Far East, where the same principles prevail, though not, we are glad to say, leading to the same disgraceful results, as in Egypt. Still it does occur that the Administration of the law in some of the Consular Courts in China and Japan—if not of our own nationality—is anything but impartial or just. On the conclusion of the Treaties with China in 1841 and the opening of the ports the Consular Court was an indispensable institution. No machinery for a mixed Court then existed; but the case is very different now, after a lapse of thirty-three years. The establishment of the Supreme Court of China and Japan, and the mixed Court at Shanghai, is one step in the direction of relieving the Consuls of the responsibility of trying cases. It appears to us that the time has arrived for a reorganisation of the modes now in practice of administering law amongst the foreign communities in China and Japan. To attempt joint action with all the powers having Treaty relations with those countries would be to relegate the scheme to the official "pigeon-holes" possessed by all Consuls for shelved subjects. Opposition, especially from the smaller Consuls and powers, would be without end. We are of opinion, therefore, that Great Britain, which has been foremost in opening China and Japan to the trade of the West, should be foremost in inaugurating a scheme for the adjudication of all disputes, which would include the presence of a Chinese or Japanese colleague on the bench. We cannot shut our eyes to the fact that the communities of China and Japan now contain very different elements to those of a quarter of a century ago, and consequently the measures required for their government are of a different nature. When we view the other side of the question, viz., the trial of cases where British subjects have claims on Chinese or Japanese, we find an ample compensation for the adoption of joint-judges. The wrongs which British merchants have suffered from natives is too well known to need recounting here. In proposing that Great Britain should take the lead in the matter it is with the full conviction that the German and American Governments would be willing to give their adhesion to the scheme, and that once in operation other powers would be constrained to join. We believe that the adoption of this proposal would, to a great extent, remove the obstacles which now prevent the settlement of foreigners in other but the defined Treaty ports. It would in this way be fraught with many advantages to ourselves.

THE VIENNA EXHIBITION.

A SERIES of reports upon the principal features and exhibits of the Vienna Exhibition is now being prepared under the authority of the Royal British Commission, and will shortly be laid before Parliament. These reports are confided to eminent and well-qualified writers, and we look to them for a considerable amount of information and enlightenment. Professor ARCHER, President of the Scottish Society of Arts, reports upon pottery and porcelain, also upon glass and enamels; Sir DIGBY WYATT reports upon the building; Mr. BEVAN, on food products; Dr. W. H RUSSELL, on firearms; Mr. ANDERSON, on machinery; Colonel MICHAEL, on agricultural machinery, &c. A special feature of the reports will be found among those drawn up by foreign Commissioners. The Chinese Commission furnish a report upon the objects of Chinese manufacture suited to English markets, and the Japanese are also expected to supply some interesting and instructive facts respecting the arts which flourish in their native land. We hear that the Museum in Vienna, to which the majority of the objects exhibited in the Chinese department of the Great Exhibition were presented, cannot maintain an independent existence, and is to be broken up. It relied at starting upon the new and valuable contributions it expected, and received, from the various countries represented in the Exhibition, but either from want of funds, want of location, mismanagement or indifference, it has now failed to establish itself, and the many valuable objects consigned to its care will now be dispersed. Having been, in most cases, presents from foreign Governments, notably from the Chinese, we presume that these collections cannot be sold, but will be transferred to other museums. At the time that the announcement of the disposal of the collection was made we regretted that some more appreciative home than the Austrian capital had not been found for the collection which had been brought together with so much taste and judgment by Mr. HART and his subordinates, and we now lament more than ever that London, Paris, or Berlin was not selected as the resting place of a collection so unique and interesting.

THE EMPEROR OF CHINA'S PILGRIMAGE.

FROM time to time we have heard much about the projected journey of the Emperor of CHINA to visit the tombs of his ancestors, and the preparations that were being made in order that it might be carried out in a befitting manner. What with raising funds from the impoverished province of Chihli for the repair of the tombs, and what with inspecting roads, inns, &c., the Governor-General, LI HUNG-CHANG (better known to foreigners as LI FUTAI, the vanquisher of the Taiping rebels), must have had an anxious time of it, although these Western Tombs, of which we have lately heard so much, and which are situate in the district of I-chow, are only some eighty miles distant from Peking, in a south-westerly direction. This long-talked-of journey is now an accomplished fact, and from the details which we have received, it appears to us to be hopeful for a more enlightened *régime* under the present youthful occupant of the Dragon Throne. "There can be no doubt," says a Peking correspondent, "that the EMPEROR appeared on the occasion under the most favourable circumstances before his people. They saw him returning to his capital from the good work of praying at the tombs of his ancestors; appearing on horseback in a manly way, his face bronzed from exposure to the sun, and from time to time *en route* noticing the aged men, who were present among his numerous subjects, in a way most gratifying to them. Knowing the reverential feelings which the Chinese people entertain for their EMPEROR, we may surmise that the spectators on this occasion, when they return to their homes, many of these situated in the most distant parts of China, will not fail to recount what they saw on the 17th April, 1874, of his MAJESTY and of his acts." Looking at the matter from a purely utilitarian point of view, the EMPEROR, acting, doubtless, on the advice of prudent counsellors, has done two very wise things; he has shown himself strictly observant of those most ancient and dearly cherished traditions of the Empire—reverence for the dead and the aged—which are the best traits in the Chinese character; and further, which we hold to be a great point, he has shown himself publicly to his people, for his journey, we gather, was performed in broad daylight, and not in the usual hole-and-corner fashion, in which during the past winter he paid his nocturnal visits to the Temple of Heaven. There is one point, however, in connection with this pilgrimage of the EMPEROR'S which, in our opinion, is deeply to be regretted, and that is its enormous cost, which we cannot but regard as, to a very great extent, simple waste. The sums required to meet the prodigal expenditure on the occasion have been wrung from a population which at the best of times is not over rich, and which at this particular juncture must,

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owing to various circumstances, be more than usually poor. Unfortunately, too, we cannot hope that the expenditure of these large sums has done the good to the labouring classes of the district that would have accrued to them from similar causes in most other countries, for there can be little doubt that the greater part of the money, nominally expended on the repairs of the tombs and the making of roads, has really found its way into the pockets of corrupt and dishonest officials.

THE philosophers of Laputa, in SWIFT'S inimitable satire' amused themselves, we are told, by devising all sorts of imaginary projects for meeting and supplying the plain and practical requirements of everyday life. Statesmen and officials in China, English and Chinese, appear to employ themselves in occupations not very widely dissimilar. The British Minister desires a most elaborate, complicated, and intricate system for teaching the Chinese alphabet to the ingenuous youth of the Legations, and the head of the Customs Service is constantly engaged, if report speak truly, in considering and preparing, issuing and recalling, orders and instructions relative to the organisation and arrangement of the staff over which he presides; the British Minister shifts his men from port to port like pawns on a chessboard, though without any pretext of an ultimate design; and, not to be outdone, Mr. HART shuffles his pack of tide-waiters and clerks as if he were anxious to perform the well-known trick, which consists in bringing the knaves together in a conspicuous position. It is really time that the annual shifting of men in public offices should cease, for it is inconvenient to the public, irritating to the subjects of the experiment, and most expensive to the Governments concerned.

A TELEGRAM which we gave in our last announces that the Chinese Government positively refuse to make any attempts to deepen the Woosung Bar. We have already pointed out in previous articles the obligations which should induce our Government to take up the matter, but so long as negotiations were pending it was desirable to await their conclusion. It will now be desirable for the various steamship owners and others interested to furnish the Foreign-office with a detailed statement of the losses they suffer on entering and leaving the port of Shanghai. We are glad to see that Mr. REID, M.P., is moving in the matter, and that the telegram is not confirmed by our Government.

IN our Parliamentary reports it will be seen that Sir GEORGE BALFOUR has called attention to the treaty concluded with Siam by the GOVERNOR-GENERAL of India, and we regret to see from the reply of the Under-Secretary that no amendment can now be introduced, as the treaty is already ratified. We must here call in question the wisdom of ratifying such treaties without first publishing a draft, which would elicit the suggestions of those who are practically acquainted with the country and nature of the contract entered into. We believe it is the intention of our Foreign-office to appoint a Vice-Counsel at Chengmai, subject to the Consul Bangkok.

THE *Augsburg Gazette* publishes a communication from St. Petersburg, based on what is described as authentic intelligence, brought by caravans, stating that YAKOOB BEY is arming against Russia. The writer considers a collision between Russia and China as possible, and concludes that in any case important events may be expected in Eastern Asia.

AT the Oriental Congress to be held in London next September the following, among other German scholars, are to be present:—Professors LEPSIUS, A. WEBER, and DILLMANN, sent by Prussia; HAUG, and SPIEGEL, sent by Bavaria; ROTH, and Dr. TRUMPP, sent by Würtemberg.

Monetary and Commercial.

Tenders for £400,000 in bills on India were received on the 1st inst. at the Bank of England. The amounts allotted were —to Calcutta, £395,000, and to Madras £5,000. Tenders on Calcutta and Madras at 1s. 10¼d. will receive about 21 per cent., above in full. There appears to be a rather better demand for the means of remittance to the East, the total for which tenders were invited being double the amount of the previous occasion.

M. de Lesseps has published a letter in reply to the assertions with regard to the Suez Canal which Mr. Baillie Cochrane made in his speech in the House of Commons on bringing forward his motion in favour of the adhesion of the British Government to the proposed judicial reforms in Egypt. M. de Lesseps shows that the capital employed in the construction of the Suez Canal was almost exclusively French; and he says that as a consequence of the loan subsequently contracted in France only, the capital engaged in the enterprise of the Canal is now absolutely French.

The P. and O. Company's steamers *Nizam* and *Zambesi*, which are bringing new teas, left Shanghai on May 31 and June 14 respectively, with the ordinary mails. They are not extra steamers, but will come through the Suez Canal to Southampton.

The Japanese Loans close at rather reduced prices—viz., the Nine per Cent. Loan at 108 to 110; and the Seven per Cents. at 96 to 97.

The Globe Telegraph and Trust Company (Limited) announce that the accounts show a balance which enables the directors to recommend the declaration of a final dividend of 3s. per share on the preference shares, making, with previous quarterly payments, six per cent. for the year ending the 18th inst., and 3s. per share on the ordinary shares, making, with previous distributions, 5½ per cent. for the year ending the same date.

At a liquidation meeting of the shareholders of the French Atlantic Telegraph Company the balance of assets remaining, after distributing 4s. a share to the members, and the satisfying by the liquidators of all outstanding liabilities, was voted as remuneration to the liquidators. As far, therefore, as the shareholders are concerned, the liquidation of the old French Cable Company is virtually completed.

The Anglo-American Telegraph Company (Limited) have resolved to pay an interim dividend of 1¼ per cent. for the three months ending the 30th ult.

The Telegraph Construction and Maintenance Company (Limited) announce the payment of an ad interim dividend of 12s. per share.

The traffic receipts of the Eastern Extension, Australasia, and China Telegraph Company, for the month of June, 1874, amounted to £19,026, and to £18,640 for the corresponding period of 1873. The Eastern Telegraph Company's traffic receipts for the month amounted to £29,819, and to £27,398 in the corresponding period of 1873.

Messrs. Schröder and Co. announce the payment of the half-yearly interest on the issue of £210,000 Six per Cent. Bonds of the Amoor River Navigation Company, St. Petersburg.

Advices from New York report the suspension of Messrs. Turner and Co., bankers, a firm established in 1844. The difficulties of the house appear to be due to the advancement of money to Western railroad companies on securities that proved inadequate.

The suspension is announced of Messrs. Adam and Co., iron-plate workers, Birmingham. The liabilities are £20,000, but a satisfactory dividend is expected.

The suspension is announced of Messrs. John Sharples and Sons, cotton spinners, of Prospect Mills, Bolton, with liabilities estimated at £197,000.

Mr. A. Crawford, timber merchant, of Greenock, has suspended payment. The liabilities amount to about £50,000, against assets representing about 12s. 6d. in the pound.

In the last list of bankrupts Edward H Pollard, Q.C., of Hong Kong, London, and lately of St. Petersburg, is put down for July 17.

Telegrams report the difficulties of Messrs. R. S. Walker and Co., Hong Kong, and Coutts and Co., Shanghai. A German firm at Hong Kong is also spoken of.

The Great Northern Telegraph Company's traffic receipts for the month of June have been this year, f.391,913; last year, f.265,753. The total traffic receipts from January 1 to June 30 have been this year, f.2,089,408; last year, f.1,450,239.

Mr. Samuel Botham Harrison having left the firm of Shepard, Harrison, and Rehden, tea brokers, to carry out separate business arrangements, Mr. John Shepard, junior, has been admitted as a partner, and in future the business will be carried on at the London and Liverpool offices of the late partnership, under the firm of Shepard, Rehden, and Shepard.

Messrs. David Sassoon and Co., of Leadenhall-street, announce hat they have authorised Mr. S. Ezekiel to sign their firm.

The bullion per P. and O. steamer Bokhara, which left Southampton July 2, was, in gold, to Galle, £250; in silver, to Hong Kong, £23,958; to Shanghai, £6,205. Total in gold, £250; in silver, £30,163.

Applications are invited for an issue of 6,500 shares of £10 each of the Malayan Peninsular Tin Mining Cympany (Limited). The undertaking, the capital of which is £200,000, in £10 shares, is formed with the object of working the tin mines in Salangore, near Banca, Billiton, and Malacca, on the Malayan Peninsula, under a concession from the reigning Viceroy for 109 years. One-half of the total nominal capital is taken by the vendors as the price of the concession. The prospectus will be found in full in our advertisement columns.

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ARTICLES OF IMPORT.

TEA.

The market has continued very quiet, the demand from the trade and exporters has been very limited, and although the arrivals have been confined to Canton District, and Green Teas, prices for Congous generally have ruled in favour of buyers, owing to the desire of importers to close invoices prior to the arrival of new teas. The arrivals of Canton Teas have been large, and with a pressure to sell, prices have given way fully 2d. per lb. in Congous and 3d. to 4d. per lb. in common olive coloured Scented Capers, 1d. to 2d. per lb. in good kinds. Green Teas have also sold at very low prices for the common to medium kinds, their position being adversely affected by the working of the Adulteration Act. New Season's Canton Capers: Common olive coloured have sold from 9¼d. to 1s. per lb., being fully 3d. to 4d. per lb. below previous prices. Orange Pekoes: Canton kinds have been steady with a fair demand. Foo Chow kinds: Common to fair have sold ½d. to 1d. per lb. lower, good to fine have been wanted, but there are none in importers' hands. The stock in the United Kingdom on the 30th ultimo was estimated at 62,102,000 lbs., against 73,359,000 lbs., last year, and the quantity afloat (advices by letter) at 650,000 lbs., against 75,100 lbs. of China Tea, and 231,503 lbs., against 348,466 lbs. of India Tea.

SILK.

The general tone has been rather better these last few days, but thus far this has not produced much business. Buyers seem all prepared to admit that prices are very low, but at present do not seem to care to anticipate their wants. As in 1873, we commence the second half of the year with a range of prices very different from those of January, and still more widely different from those of July, 1873—a difference one would expect that cannot fail to stimulate consumption. For the moment the long period of depression, fully two years, seems to have exhausted the courage of manufacturers, and thus far they show no symptoms of setting to work as in olden times to commence operations on a more extended scale, but we shall see; it may be that a little consideration of the extremely low prices of the raw material may induce them to make a beginning. Our stocks, although large, show some diminution upon those of last year in all descriptions except China Silk, while prices are 20 to 25 per cent. lower. Arrivals in June:—China, 1,443 bales; Japan, 389 bales; and Canton, 160 bales.

Messrs. Kilburn, Kershaw and Co.'s Circular says:— It is to be hoped that present low prices will really stimulate consumption. The market is now steady at the full rates of the Sale week, and although quiet, there is still some business doing daily, with a generally better feeling in the market than for some weeks past. Canton Silk appears to have been affected by the prices of common Tsatlees, the trade giving preference to the latter at the present range of prices. Deliveries of Silk last month were again small, although better than in the previous month, and stocks show but little decrease as compared with this time last year.

COFFEE.—The parcels offered have been extensive, and with a less active demand the prices of plantation Ceylon are 1s. 6d. to 2s., and of foreign and pale kinds 2s. to 2s. 6d per cwt. lower. Plantation Ceylon has sold: Triage, 92s. 6d. to 102s.; small to low middling grey, 107s. to 116s. 6d.; middling to bold, 117s. to 126s.; peaberry, 126s. to 129s. Little or no business has been done in Native Ceylon. Of 2,200 bags Java offered 100 bags sold, good ordinary at 100s. 6d. per cwt. Yesterday prices further declined 1s. per cwt. for pale and grey, and 1s. 6d. to 2s. per cwt. for coloury, Plantation Ceylon selling—triage and ordinary at 86s. 6d. to 104s.; small to low middling grey, 105s. to 115s. 6d.; middling to bold coloury, 116s. to 123s. 6d.; peabery, 124s. to 128s. A small lot of Native Ceylon, fine ordinary, sold at 97s.

CAMPHOR.—An offer of 600 cases China has been quitted at 68s. 9d. per cwt, and business has been done in Japan at 72s. 6d.

GAMBIER.—Three hundred bales fine pale cubes have been sold at 40s. per cwt.

HEMP.—No business has been done in Manila.

HIDES.—Messrs. Dyster, Nalder, and Co.'s Monthly Report says:— The market continues very inactive for Kips in the hair, and the business done both for home use and export has been of a very limited character; prices of Kips 9 lbs. and under show no marked change, though the tendency has been decidedly in buyers' favour; extra weights are most difficult of sale, and may be quoted ½d. per lb. lower, with hardly any demand at the reduction. The sales by public and private reach 152,491 Kips in the hair and tanned. Singapore, Penang, and Rangoon Ox and Cow Hides: Light averages have sold fairly, whilst the heavy weights sold in public sale, in sympathy with other sorts, are decidedly lower. The bulk of the Rangoons have been sold in original bales on private terms. Sales 1,991 Singapore and Penang—light, 12d. to 13½d.; heavy, 7½d. to 10d.; thirds, 7½d. per lb. 15,301 Rangoon, light, 13d.; heavy, 7½d. to 10¾d.; thirds, 8d. to 8½d.; fourths, 6d. per lb. Singapore, Penang, &c., Buffalo Hides: The demand has been very limited, and only a trifling business has been done at and slightly under previous rates. Sales 2,148 Singapore and Penang; fair, light average 18½ to 19 lbs., 5½d. to 5⅞d.; seconds, 4½d. to 4⅞d.; thirds, 3d. per lb. Java Hides—Buffalo: A fair business has been done chiefly in indirect imports, but at prices which show an average decline of about ¼d. per lb. In Ox and Cow, from want of supplies, there are no sales to report. Sales, 5,596 Buffalo Hides: Shaved, first heavy, average 18⅞d. to 20 lbs., 8d. to 8¼d.; first light, average 12⅜ lbs., 8⅝d.; seconds, 6⅜d.; thirds, 5d.; unshaved, first heavy, average 23½ lbs., 6¾d.; first heavy and light, average 10⅞ to 17½ lbs., 7¾d.; seconds, &c., 5d. per lb.

PEPPER.—*Black* has been in improved request, and prices are higher; Penang has sold on the spot at 5¾d., and afloat at 6d.; Singapore on the spot at 6½d., and afloat (50 tons) at 6⅛d. to 6¼d. There has been but little doing in *White* on the spot, but afloat 20 tons Singapore have been sold at 8¾d. per lb.

RICE.—The market has been more active at previous prices. On the spot 8,000 bags Rangoon sold at 8s. 3d. to 8s. 6d., 8,000 bags Bassein at 8s. 3d., s.p., 3,400 bags damaged Rangoon at 7s. 6d. to 8s., and 100 ton Askoolie at 9s. 6d. ex quay. Also several cargoes afloat, two of Bassein—3,000 tons at 9s. 3d., one of 700 tons of Moulmein at 9s. 6d.; all Continental terms. 1,700 tons new Rangoon at 9s. 6d., for the Continent; 1,900 tons Bassein at 9s. 3d., 1,900 tons Necranzie at 9s. 3d., the last two Continental terms; and three cargoes of Rangoon, 3,400 tons, at 9s. 6d., one open charter and two Continental towns; also one of Saigon for Hamburg, 740 tons, at 8s. 9d.

SUGAR.—A quiet tone has continued to characterise the market, prices showing no alteration from last week's quotations. No business was done in East India kinds until yesterday, when 7,000 bags sundried Ilo Ilo were sold at 17s. 3d. per cwt.

SAGO.—500 bags pearl sold at full prices; good medium, 18s.; good large, 18s. 6d. Of 100 bags *Flour* the damaged sold, 90 bags at 15s. for first class.

TAPIOCA.—1,100 bags flake chiefly sold at full prices; fine Penang, 2⅜d to 2½d.; old grey Singapore, 1¾d; 230 bags flour bought in at 2d. to 2½d.

TIN.—Straits is coming forward very freely, and prices are in consequence slightly easier. Current quotations are—Straits on the spot, £100 to £101, afloat, £98; Banca, £105; Billiton, £98 10s. to £99 per ton.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

The same quiet feeling as noted last week has since prevailed in the market, and the demand for both Yarns and Goods has been almost of a retail character. Quotations have as a rule remained unaltered, but where transactions have taken place, buyers have been able to operate on better terms than previously obtainable. At the close the absence of animation is just as marked, the business doing being quite of a limited character, and the tendency of prices towards greater ease.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality ...	No. 4.	6	9	13	14	16	17	19
Weight ...	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×12½	16×16	16×15
Price	5s. 9d.	6s. 1½d.	6s. 9d.	7s. 4½d.	7s. 9d.	8s. 4½d.	8s. 4½d.	8s. 1½d.
	--	6s. 6d.	6s. 10½d.	—	7s. 10½d.	--	8s. 9d.	—

Width ...	39 in.	..	...	...	...	...	44/45 in.	...
Quality ...	No. 21	22	24	26	25	28	31	34
Weight ...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	12×12
Price	9s. 4d.	9s. 9d.	11s. 3d.	11s. 4½d.	10s. 1½d.	11s. 9d.	6s. 6d.	7s. 4½d.
	9s. 6d.	—	—	--	—	—	—	7s. 6d.

Width ...	...	...	...	...	49/50 in.	...	54 in.	60 in.
Quality ...	35	36	40	45	46	49	56	59
Weight ...	7 0	8 0	9 0	10 0	9 0	10 0	11 0	12 0
Count ...	14×10	14×12½	16×15	16×18	14×13	16×15	16×15	16×15
Price	7s. 6d.	8s. 6d.	10s. 0d.	12s. 4½d.	10s. 3d.	11s. 4½d.	12s. 10½d.	14s. 0d.
	—	8s. 10½d.	11s. 1½d.	12s. 6d.	10s. 4½d.	12s. 3d.	13s. 6d.	14s. 6d.

T-CLOTHS.

Width	32 in.	...	...	...	...	36 in	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18
Price	5s. 3d.	5s. 4½d.	6s. 1½d.	6s 3d.	6s. 9d.	7s. 9d.	8s. 0d.
	5s. 6d.	5s. 7½d.	6s. 4½d.	6s. 10½d.	7s. 6d.	8s. 6d.	8s. 9d.

	s. d.	s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop) ...	9 6	—
Maddapollams	3 3	—
Long Cloths	9 1½	—
White Spot Shirtings (nominal)	10 7½	—
,, Brocade do.	10 9	—
,, Damasks do.	18 9	—
Cotton Yarn (Water Twist), Nos. 16-24 China ...	0 11½ to	1 1
,, do. Nos. 28-32	1 0½ to	1 2
,, do. No. 40 (mock)... ...	1 1 to	1 2½
,, (Mule Twist), No. 40	1 0½ to	1 2½
,, do. No. 30	0 11½ to	1 1

NEW YORK MARKET REPORT.—JUNE 17.

TEA.

Messrs. Beebe's Circular says:—During the interval the demand for most descriptions of Tea has been limited to current requirements for consumption, and quotations at the close show a decline of 2c. to 3c. for Japan and Oolongs, with but little change in the value of Greens. Greens: The demand has been quite moderate for all grades since the 20th ult., the trade buying only for immediate distribution. Holders, however, have been less inclined to press sales, and prices, except for first Hysons and Young Hysons, are substantially unchanged. Japans have met with fair inquiry at the decline noted, and sales reported include most of the remaining supply from the past season's import. Oolongs continue out of favour, though a fair aggregate business has been done in them, within the limits of our quotations. Congou and Souchong remain unchanged.

SILK.

Messrs. Richardson and Son's Circular says:—We are without any improvement in the market. The dull, unsatisfactory feeling we have so often reported continues. Prices, in their downward course, have in many cases reached a point which has not been touched since 1860; yet, with the prospects of good crops in Europe and Asia, both as to quantity and quality, and with the present slack demand here, buyers are very cautious, and only take just what they want for immediate needs. Stocks are full, but there is a large proportion of ordinary quality only. Really good R. R. Hainings and R. R. Tsatlees are not abundant. During the month a little business has been done in Cantons, but at prices which were not very satisfactory, especially for Cotngons. As there is this season no need to hurry the Chinese Silk to market, it is to be hoped that there will be more care taken in the re-reeling of Canton and Shanghai Silk. Consumption is restricted;

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some of the factories being only partially running. Prices are weaker, and sellers are in some cases anxious to do business which can only be done by making concessions. Quotations :—Tsatlee, 1 and 2, $7¼ to $7 ; 3, $6¾ ; Taysaam, 1 and 2, $5¾ to $5¼ ; R. R. Haining, 1, $6¼ to $5¼ ; R. R. Tsatlee, $6 to $5½ ; R. R. Canton, extra fine, $5½ to $6 ; R. R. Canton, Chumchuck, $4¾ to $4½ ; R. R. Canton, Lucknow, extra fine, $5.

COFFEE.—The Brazil Coffee market is quiet, the telegram from Rio Janeiro assisting to depress the market. Mild Coffees are firm, Java being especially strong. We quote as follows :—Java (Government bags) 22c. to 25c. ; Java (mats) 24c. to 26c. ; Singapore, 18c. to 20c. ; Ceylon, Native, 18c. to 21c.

CORDAGE.—The following are the current prices :—Manila Cordage, sizes above 12-thread, 16½c. ; do. 6-thread and 9-thread, ¼ in. and 5-16 in. diam., 17½c. ; do. 12-thread, ⅜ in. diam., 17c.; do. Hay Rope, 17c.; do. Cordage, Bolt Rope Yarns, 18½c. ; do. 6-thread and 9-thread, 19½c. ; Tarred Manila, 16c. ; Fine Tarred Manila Lath Yarn, 17½c.

HEMP. —The market is dull, and there are no sales of importance to report.

INDIGO.—There is no change in Indigo. Sales have been made of 14 to 15 cases Manila at 70c. to 85c., and 5 chests of Madras at 85c. to 88c., currency.

RICE.—There is a moderate inquiry without much activity, prices favouring buyers.

SUGAR.—There being but little demand from refiners, Raw Sugar is dull, while little is doing in the Refined article.

SPICES.—Cloves are dull, but Nutmegs are in fair demand. For whole parcels the market is stagnant. We quote as follows :—Mace, $1.16c. to 1.25; Nutmegs $1.15 ; China Cassia, 24c. to 24½c. ; Batavia ditto 20c. to 25c.

TIN.—Straits Tin is quoted at 23½c., and Banca 26½c. (gold).

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Jun.25	John Clark	Petersen	Singapore	London
26	Scawfell	Burnyeat	Colombo	Do.
26	Cape City	Buckley	Do.	Do.
26	Triton	Jessen	Singapore	Do
24	Koning der Nedlandn.	—	Java	Texel
30	Otto	Brolen	Sourabaya	London
24	Laskar	Rabe	Rangoon	Falmouth
25	Margaretha	Chester	Samarang	Do.
25	Lady Rowena	Copeland	Rangoon	Liverpool
23	Tek-Li	Petersen	Java	Helvoet
23	Nuovo Angiolina	Penco	Rangoon	Antwerp
26	River Boyne	Rice	Galle, &c.	London
28	Florence	Houston	Java	Brouwershaven
25	Sophie	Raoult	Batavia	Do.
25	Asie Mineure	Gaurier	Java	St. Nazaire
27	Ino	Barmin	Zebu	London
25	Minna	Thuren	Hiogo	Falmouth
25	Diana	Jacobson	Singapore	Hamburg
26	Glenearn	Webster	Rangoon	Texel
26	Gleam	Burgess	Samarang	Helvoet
28	Canton	Denpeken	Saigon	Falmouth
28	Sorelle Capurro	Muzzio	Rangoon	Do.
27	Vesta	—	Batavia	Do.
27	Francesco	Barbieri	Maulmain	Bremerhaven
29	Viceroy (s.)	Murdock	Colombo, &c.	London
	Kingsbridge	Symonds	Manila	New York
30	Richard Rylands	Melville	Rangoon	London
30	Ranavola	Bertie	Ilo Ilo	Do.
29	Deutschland	—	Rangoon, for Hambrg.	Off Beachey Head
26	John Peacock	Finlay	Maulmain	Cuxhaven
22	Canadienne	Dutiel	Manila	Lisbon
	Dunloe	Burns	Akyab	Queenstown
	Golden State	Berry	Zebu	New York
July 1	Ulysses (s.)	Byrne	China, Singapore, &c.	London
Jun.30	Varuna	Diedricksen	Bangkok	Falmouth
	Eliza	Martell	Macao	Queenstown
29	Zohrab	Fullerton	Hiogo	Cuxhaven
28	Amity	Shearer	Rangoon	Bremerhaven

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jun.24	Charles Albert (s.)	Closmadeux	Singapore and Japan	London
26	Canaan	Manson	Sourabaya, &c.	Do.
30	Dewa Gungadhur	Turner	Singapore	Cardiff
27	Hector (s.)	—	Singapore, China, &c.	Liverpool
26	Endora	Oulleman	Singapore	Cardiff
	M. F. von Putt	Ostermanth	Java	Do.
	Kitty	Mede	Do.	Do.
	Amsterdam	Rinsengen	Singapore	Do.
27	Idomene	Campbell	Do.	Sunderland
27	Zeeburg	Campbell	Do.	Do.
29	Banian	—	Do.	Liverpool
	Canton	—	Canton	Falmouth
29	Hamilton	Ross	Hong Kong	Cardiff
	Alice Ritson	Reed	Singapore	Clyde
May28	Pride of the Ocean	Welsh	Batavia	Rio Janeiro
31	Indus	Cachewell	Do.	Do.
	Kingsbridge	Symonds	Manila	New York
Jun.13	Horatio	—	Shanghai	Do.
30	Hollinside	—	Galle	Shields
July 1	Glenfinlas (s.)	Wilcox	Singapore, China, &c.	London
1	Alnwick Castle	Yeatland	Galle, &c.	Do.
Jun.30	Mari	Vigons	Java	Cardiff

See Shipping Postscript and Correspondents' Letters.

VESSELS PASSED SUEZ CANAL.

Date	Steamer.	From	For
June 27	Eastern Isles	Glasgow	Singapore & Java
—	St. George	Bordeaux	Saigon
—	Glengyle	London	Singp., China, &c.
July 1	Glenartney	Hankow	London

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, and Hong Kong: Paris. For Penang, Singapore, Yokohama, and Hiogo: Muriel. For Colombo, &c. : Navarino, Sultan, John Tennant, Viceroy.

SAILING VESSELS.—For Yokohama and Hiogo : Penrith, Carnarvonshire, Black Prince, Evelyn. For Shanghai : Velocity. For Hong Kong : Chinaman, Windhover, Invincible, Tamesa. For Penang : Glenisla. For Singapore : Celaena. For Colombo : Letty Gales. For Batavia and Sourabaya : Eme.

At LIVERPOOL.—For Yokohama and Hiogo : Montego. For Penang, Singapore, Hong Kong, and Shanghai : Diomed (str.). For Singapore : Cutwater, Nola. For Ceylon, &c.: Alexandra. For Batavia and Sourabaya : Yanikale. For Galle : Affezione Secundo.

At GLASGOW.—For Singapore : Sumerset (str.), Brisbane (str.).

SPOKEN.

T. D. V. N. (Star of China), Swansea to Hong Kong, May 4, 22 S., 29 W.
W. Q. K. M. (Adelphoi), Cardiff to Singapore, May 9, 12 S., 29 W.
P. J. G. L. (Lichtstraal), Cardiff and Batavia, May 3, 20 S., 31 W.
MARIA AND ELIZABETH, Cardiff to Singapore, May 29, 9 N., 25 W.
R. C. K. D. (Ludwig), Sourabaya to Falmouth, June 12, 44 N., 27 W.
WINLOW, Sunderland to Singapore, March 28, 1 N., 25 W.
BESTEVAER, Amsterdam to Batavia, May 15, 4 N., 25 W.
G. B. M. R. (French barq.), Bangkok to Marseilles, 43 N., 26 W.
GEESINA MARIA, Amsterdam to Padang, May 9, 32 N., 18 W.

FREIGHTS AND CHARTERS.

There is but little animation in the freight market, but outward rates are somewhat steadier for ready ships. From Java and Manila suitable vessels are in good request.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. weight, 60s. meast. To Hiogo: 75s. weight, 70s. meast. To Nagasaki : 70s. weight or meast. To Shanghai : 55s. weight, 45s. meast. To Hong Kong : 55s. weight, 45s. meast. To Singapore and Penang : 50s. weight, 45s. meast. To Colombo : 45s. weight or meast. To Foochow : 85s. meast. To Chefoo : 90s. meast. To Manila : 85s. weight or meast. To Java Ports : 85s. weight, 80s. meast. No direct steamer on the berth.

Per SAILING VESSELS.—To Yokohama : 45s. weight, 40s. meast. To Hiogo : 45s. weight or meast. To Hong Kong : 35s. weight, 22s. 6d. meast. To Singapore : 25s. weight or meast. To Penang : 30s. weight or meast. To Colombo : 25s. weight or meast. To Batavia and Sourabaya : 30s. weight, 35s. meast.

The current quotations for coal, &c., are as follows :—From Wear or Tyne, per keel.—To Singapore : £32, f.c. To Penang : £31, f.c. To Batavia, per ton : 27s. 6d.

From Newport, Cardiff, or Swansea, per ton.—To Hong Kong : (small) 32s. To Singapore : 28s. To Galle : 25s. To Manila : 25s. to 30s.

From Birkenhead, per ton.—To Singapore: 24s. To Hong Kong: 25s.

CASUALTIES.

The Canton, from Saigon, put into Falmouth, June 28, with loss of jibboom, stays, &c., having been in collision, 27, off the Lizard.

AMSTERDAM, June 27.—Voorlichter (Dutch ship), which arrived at Texel on May 28th from Banjoewangie, capsized near the Quay, but righted with little damage.

ST. HELENA, JUNE 9.—The City of Foochow, Tait, from Java to Queenstown, lost an anchor and chain, on arriving here, 24th May.

The Annie Braginton, Smith, from Saigon to Falmouth, arrived here, 3rd June, and reported having experienced a hurricane, on the 15th May, in lat. 36 S., lon 22 E., during which she lost bulwarks, and had rudder and rudder post much damaged ; having effected temporary repairs, she proceeded the following day.

The Ida Geertruida (Dutch brig), v. Moerkerken, from Batavia to Amsterdam, put in, 6th June, with loss of maintopsail, and reported having experienced very heavy weather off the Cape of Good Hope ; she proceeded on the 7th.

The Stanfield (barque), Cummings, from Panaroekan to Falmouth, put in, 9th June, with loss of several sails and foreyard, having encountered a cyclone between Mauritius and Natal ; she proceeded the same day.

MISCELLANEOUS.

At MAURITIUS.—May 7, Britannia, Bethune ; 6, Choice, Harrison, and both sailed for Galle ; 9, Chateaubriand, Herve, and sailed for Singapore ; 18, Oncle Felix, Le Pere, and sailed for Galle.

Off ASCENSION.—May 24, N.G.M.S., Baron v. Pallandt Rosendaal (Dutch ship), from Batavia, for Flushing ; 26, R.C.T.F. (A. H. Wille, German ship), from Singapore, for Liverpool ; Anna, from Singapore, for Hamburg ; 31, J.H.F.G. (Jeannie Lauttit, barque), from Singapore, for Queenstown ; June 2, H.G.S.B. (White Star Ship), from Singapore, for Queenstown ; 6, P.J.G.S. (Conference, barque), from Colombo, for London ; 8, P.N.M.G., Ortelius (Dutch), from Java, for Amsterdam ; 14, H.J.D.M. (Gaucho, barque), from Osaka, for London ; H.P.V.K. (Schleswig Bride), from Singapore, for Liverpool ; 15, W.P.T.S. (Selim barque), from Manila, for London.

At St. HELENA.—May 24, City of Foochow, Tait, from Java, for Falmouth ; 25, Mohely, Renies, from Bangkok, for Marseilles, Langstone, Mitchell, from Colombo, and sailed for London ; 26, Hellas, Bradhering, from Java, and sailed for Cadiz ; 31, Noach I., Byl, from Batavia, and sailed, June 1, for Rotterdam ; 3, Anna Braiginton, Smith, from Saigon, and sailed for Falmouth ; Felixtowe, Black, from Bangkok, and sailed for Falmouth ; 5, Haidee, Stewart, from Manila, and sailed for Liverpool ; Lilo, Guswell, from Colombo, and sailed for London ; 6, Ida Geertruida, Van Moerkerken, from Batavia, sailed, 7, for Amsterdam ; 8, Nyassa, Carriock, from Bangkok, sailed for Falmouth ; 10, Asterion, Copland, from Sarawak, and sailed for London.

Off ST. HELENA.—June 2, Fontenaye, from Hong Kong, for London; 4, Concordea, from Penang, for London ; 7, Glenaros, from Manila, for Amsterdam; 8, Anna and Sophia, from Sourabaya, for Amsterdam.

At SIMON'S BAY.—May 26, Francesco Calderon (str.), from Hong Kong, and sailed 29, for London.

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EXPORTS FROM GREAT BRITAIN TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Coals and Coke.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Pig Iron.	Yellow Metal and Copper.	Lead.	Steel.	Shot.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist, and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	Rum.	Genevа.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas and Sail Cloth.	Rope, Cordage, and Twine.	Tar and Pitch.
				Tons.	Tns.	Tons.	Tns.	Tons.	Tns.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals.	Gals.	Gals.	£.	£.	£.	£.	Brls.
Hopewell	Hong Kong	London..	June 3	395	102	...	...	...	...	50	...	4	60	...	...	...	...	...	...	...	...	100	46	...	...	...	...	...	...	...	...	...	...	...	...
Mikado	Shanghai	,,	,, 6	60	384	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	55	96	...	...	...	108	...	618	...	250	...	...	...	...
Western Chief	Singapore	,,	,, 10	459	176	...	...	...	...	...	4	240	1128	...	...	...	...	...	...	4487	70	79	183	1000	...	...	...	1186	134	6812	146	...	...	...	20
Mirella	Colombo	,,	,, 10	128	...	...	...	...	...	...	...	245	3020	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Denbighshire	Yokohama	,,	,, 10	21	110	6	20	...	3	...	...	...	39	187500	...	...	...	2762	...	...	...	3	116	56	...	...	139	174	222	...	75	...	...	...	...
Do.	Hiogo	,,	,, 10	...	8	...	...	...	4	...	...	...	173	...	...	...	...	...	...	...	...	40	41	500	...	...	...	...	52	...	...	...	...	...	...
Guinevere	Shanghai	,,	,, 11	717	271	...	...	...	40	...	...	...	265	114000	...	...	...	940	...	2000	...	33	116	34	8	...	26	...	130	...	...	...	...	...	...
Laurel	Yokohama	,,	,, 12	...	162	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	89	4	...	...	21	146	378	...	100	395	...	...	...
Do.	Hiogo	,,	,, 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	...	...	...	...	...	...	...	...
George Shotten	Colombo	,,	,, 16	200	...	6	...	...	...	...	...	...	67	...	...	...	...	...	...	...	...	...	...	6	...	...	6	...	...	...	...	...	...	...	...
Lyra	Bangkok	,,	,, 17	210	...	...	...	...	...	...	...	19550	5463	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Lord Macaulay	Hong Kong	,,	,, 22	...	100	120	...	...	50	...	...	...	1658	195000 &£400	...	...	...	702	...	...	...	137	161	680	...	440	50	104	414	2435	110	...	300	23	...
Excelsior	Penang	,,	,, 23	301	19	...	...	...	20	...	...	...	54	...	...	...	120	...	...	...	...	84	91	1483	...	200	173	416	162	...	150	...	...	...	300
Beemah	Hong Kong	,,	,, 23	278	100	...	...	...	100	...	...	...	1236	...	...	...	...	...	...	...	...	...	57	...	...	...	...	150	...	625	226	...	...	...	...
Electra	Colombo	,,	,, 23	...	174	10	...	...	...	...	...	1222	600	38750	...	...	...	...	...	...	9	1092	130	1668	...	344	88	231	688	634	13	...	...	...	...
Bridgetown	Chefoo	,,	,, 24	99	156	...	...	...	50	...	...	...	...	416380 £20	22000	...	...	...	...	49000	...	11	30	9	...	243	17	112	130	...	...	...	...	...	...
L. J. Enthoven	Singapore	Livrpool.	,, 3	958	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6cks	...	...	...	...	...	...	...	168	...
Ringdove	Do.	Glasgow	,, 19	64	248	12	...	...	...	...	...	...	170	12250	...	...	120	350	...	1200	...	306	...	...	...	...	...	...	...	£138	793	...	...	...	...

EXPORTS FROM GREAT BRITAIN, &c—(*Continued.*)

Ship.	For	Gunpowder.	Earthenware and Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Fruits.	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats and Caps.	Saddlery.	Toys and Fancy Goods.	Upholstery and Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition	Umbrellas.	Tobacco.	Billiard and Bagatelle Tables.	Matches.	Goods Manufactured.	Effects.	Mineral Water.	Indiarubber Manufactures.
		lbs.	£.	Cwt.	Cwt.	£.	£.	Cwt.	£.	£.	£.	£.	£.	£.	£.	£	£.	£.	£.	£.	lbs.	£	£.	£.	£.	£.	£.
Hopewell	Hong Kong	...	849	...	...	300	...	...	...	42	...	15	...	...	...	...	...	...	...	...	...	...	166	...	...	...	...
Mikado	Shanghai	...	615	...	...	18	...	...	...	...	...	95	...	...	...	...	...	...	27	...	...	...	501	...	...	...	...
Western Chief	Singapore	...	487	...	...	...	...	...	...	90	...	88& 11cs.	...	...	...	...	...	40	500	...	...	36	...	250	...	...	...
Mirella	Colombo	...	319	...	...	...	...	...	50	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Denbighshire	Yokohama	324	373	...	1	...	2432	2	...	11	...	44	...	...	...	330	32	...	3	...	...	...	180	39	...	...	...
Do.	Hiogo	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	63	10	...	...
Guinevere	Shanghai	...	2	...	8	35	...	...	...	16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10	...	...
Laurel	Yokohama	...	380	...	£17	163	...	...	...	30	...	60	...	...	...	...	...	...	...	...	...	...	...	...	325	...	...
Do.	Hiogo	...	70	...	...	12	200	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
George Shotten	Colombo	70150	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Lyra	Bangkok	...	...	...	...	...	...	...	...	...	...	...	172	...	...	...	840	...	35	...	...	...	...	...	...	...	...
Lord Macaulay	Hong Kong	50000	1674	...	...	325	11	24	...	...	...	54	...	...	...	...	163	252	...	...	...	...	494	859	...	...	...
Excelsior	Penang	20000	454	...	...	...	...	...	...	56	100	10	...	...	...	...	...	85	...	...	...	...	390	765	...	...	...
Beemah	Hong Kong	...	1180	50	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	168	...	...	10	...	...	...
Electra	Colombo	11250	290	77	36	71	40	...	...	8	9	66	110	...	...	8	...	354	...	...	2	...	...	24	...	...	...
Bridgetown	Chefoo	50	360	...	...	...	...	...	...	...	...	15	...	...	...	...	...	...	...	...	...	...	186	...	68	...	...
L. J. Enthoven	Singapore	...	...	...	...	...	...	...	...	70	...	...	...	...	...	...	...	109	...	...	383	...	...	...	...	...	...
Ringdove	Do.	...	1530	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	160	...	...	...

ADDITIONAL.—Per *Hopewell.*—Fire clay and bricks, £5; tiles, £85; cement, £44; flints, £49.

Per *Mikado.*—Flints, £33; fire clay, £3; empty cases, £3.

Per *Western Chief.*—Cement, £120; sugar, 17 cwt.; corks, £10.

Per *Mirella.*—Cement, £1,477; carriages, £120; sleepers, £506.

Per *Denbighshire.*—To Yokohama: Fire bricks, £80; oakum, £14. To Hiogo: Cement, £360; fire bricks, £1; zinc, 1 ton

Per *Laurel.*—To Yokohama: Slates, £40. To Hiogo: Cement, £160; rice bags, £543.

Per *George Shotten.*—Railway materials, £3,337; grease, £384.

Per *Lyra.*—Carriage, £16; bags, £525; tombstone, £35.

Per *Lord Macaulay.*—Carriage, £40.

Per *Excelsior.*—Cement, £277; guano, £1,120; zinc, 10 tons.

Per *Beemah.*—Flints, £54.

Per *Electra.*—Cement, £318; sugar, 32 cwt; grindstones, £12; spelter, 10 tons.

Per *Deerfoot*, Liverpool to Galle, cleared June 2.—Coal, £730 tons.

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THE MALAYAN PENINSULA (EAST INDIA) TIN MINING COMPANY

(LIMITED).

ISSUE of 6,500 SHARES of £10 each, 5,000 Shares being reserved for the Viceroy of Salangore, the Straits Settlements, and other applicants.

The SUBSCRIPTION LISTS will CLOSE on SATURDAY, the 11th JULY. Registered under the Companies' Acts, 1862 and 1867.

CAPITAL, £200,000, divided into 20,000 SHARES of £10 each.

£1 per Share payable on Application, £2 on Allotment, and of the remainder, £3 on the 1st of August, £3 on the 1st October, and £2 on the 15th December, 1874. Payment in full in advance of Calls may be made on application, and Interest at 5 per cent. per annum will be allowed.

DIRECTORS (in London).

SETH A. APCAR, Esq., 74, Lancaster-gate, Hyde-park, of the firm of Apcar and Co., Calcutta.

SEYMOUR CLARKE, Esq., Walthamstowe, late General Manager of the Great Northern Railway.

Count CHARLES DE GELOES, of Limbourg, Holland, and 43, Manchester-street, Manchester-square.

The Hon. H. J. C. HOOGEVEEN, late Resident (Governor) of Batavia, No. 1, Blejenburg, the Hague, and 5, Colville-square North, Bayswater.

(With power to add to the number.)

At Singapore.

W. H. READ, Esq., late Member of the Legislative Council of the Straits Settlements, Chairman of the Chamber of Commerce of Singapore, and of the firm of A. L. Johnstone and Co., Singapore.

J. GUTHRIE DAVIDSON, Esq., Solicitor, Singapore.

Bankers—NATIONAL BANK OF INDIA, 80, King William-street, City.

Engineer—RICHARD BARKER, Esq. (formerly Manager of the Eskett Iron Ore Company), Whitehaven, Cumberland.

Solicitors—Messrs. NEWMAN, DALE, and STRETTON, 75, Cornhill, London. **Auditor**—R. FLETCHER, Esq., 9, Moorgate-street.

Secretary (pro tem.)—A. COGHILL.

Offices—32, ST. SWITHIN'S LANE, LONDON, E.C.

ABRIDGED PROSPECTUS.

The Mineral wealth of the Malayan Peninsula has long been known, but up to the present time no well-organised plan for developing it has been brought before the public. This Company is formed with the object of working the extremely valuable Tin Mines in Salangore, under a Concession from the reigning Viceroy of that territory, dated the 8th March, 1873, for a term of 109 years.

Salangore is situated in the Malayan Peninsula, in a line with Banca and Billiton. It adjoins the British settlement of Malacca, and is bounded on the north by the kingdom of Perak. It has an area of about 4,800 square miles. The seaboard is 120 miles in length, the depth inland 40 miles. It averages 180 miles from Singapore and 100 miles from Penang. Steamers ply twice a week between those places. The country abounds in Tin Ore, which is so situated that it can be brought to the surface without the necessity of shafts or other underground works. Deposits are found at depths varving from 15 to 60 feet, and it has already been proved to be Tin-bearing for a breadth of five miles along the entire length. A small settlement of Chinese have been engaged in mining operations to a limited though profitable extent, working manually and entirely without the assistance of machinery and modern appliances.

The Dutch Government has for about 200 years past worked the Tin Mines of the neighbouring Island of Banca with immense success; the Mines of the adjacent Island of Billiton have also been worked by private interprise with like results. These Islands are situated on the Coast of Sumatra, and in a direct line with the seaboard of Salangore; and there can be no doubt that the district secured by the Concession forms part of the great deposit which constitutes the mineral wealth of Banca and Billiton. The Dutch Government returns state that the exports from Banca during the last fifty-two years amount to 2,914,692 piculs, the average yearly profit being about £315,000. The exports from Billiton during the last twenty years were 345,297 piculs, the average yearly profit being about £180,000. The Shares of the Billiton Company are divided into "Red" and "Black" Shares of 1,000 florins (£83 6s. 8d.) each, fully paid up. They are now worth about £300 and £350 respectively.

Salangore has been carefully inspected during a period of twelve months by Mr. Richard Barker, the Engineer of the Company, whose experience in England, Australia, and the Malayan Peninsula has fully qualified him for the undertaking.

The Mines have also been visited by two of the Directors, Mr. W. H. Read and Mr. J. Guthrie Davidson, who have been resident in Singapore for many years, and are well acquainted with the territory of Salangore.

The Viceroy has shown his interest and confidence in the success of the undertaking by requesting that $20,000 in Shares be reserved for subscription by himself and his brothers.

The facility with which Coolie labour is procurable (the cheapness of which is well known), is an important feature in connection with the working of the Mines, as it can be obtained at a cost of about a shilling a day.

The cost of raising and smelting the Ore and shipping it to Singapore, inclusive of all charges, is estimated at £3 16s. 6d. per picul (133 1-3rd lbs. English), as shown by the Report of Mr. Barker. An estimate of the minimum Revenue to be derived from the Mines is also given. Samples of Ores from the Mines have been submitted for Analysis to Dr. Percy, the Government Analytical Chemist, whose Certificate, annexed to the Report, shows an average of 71 per cent. of Tin.

The nominal capital of the Company is £200,000, one half of which is retained by the Vendors as the price of the Concession, who have shown their confidence in the undertaking by consenting to receive all but £15,000 in paid-up Shares.

All expenses up to the allotment of Shares will be borne by the Concessionaires.

The ultimate working Capital required is estimated at £100,000, but the work will be advantageously commenced with a portion only of that amount.

The Dividend will, of course, depend on the price of Tin in London and the other markets. At £95 per ton (the present quotations being about $100), the profits would be upwards of 30 per cent. The expenses will not increase with the advance of the value of Tin; therefore all the benefit will go to the Shareholders.

The great demand for the best description of Tin in the English, American, Chinese, and Indian markets is well known.

A copy of the Concession may be inspected at the Offices of the Company, together with the Memorandum and Articles of Association.

The only Agreement which has been entered into is one between the Count de Geloes and James Guthrie Davidson and A. Coghill, on behalf of the Company, for acquiring the Concession, dated the 3rd July, 1874.

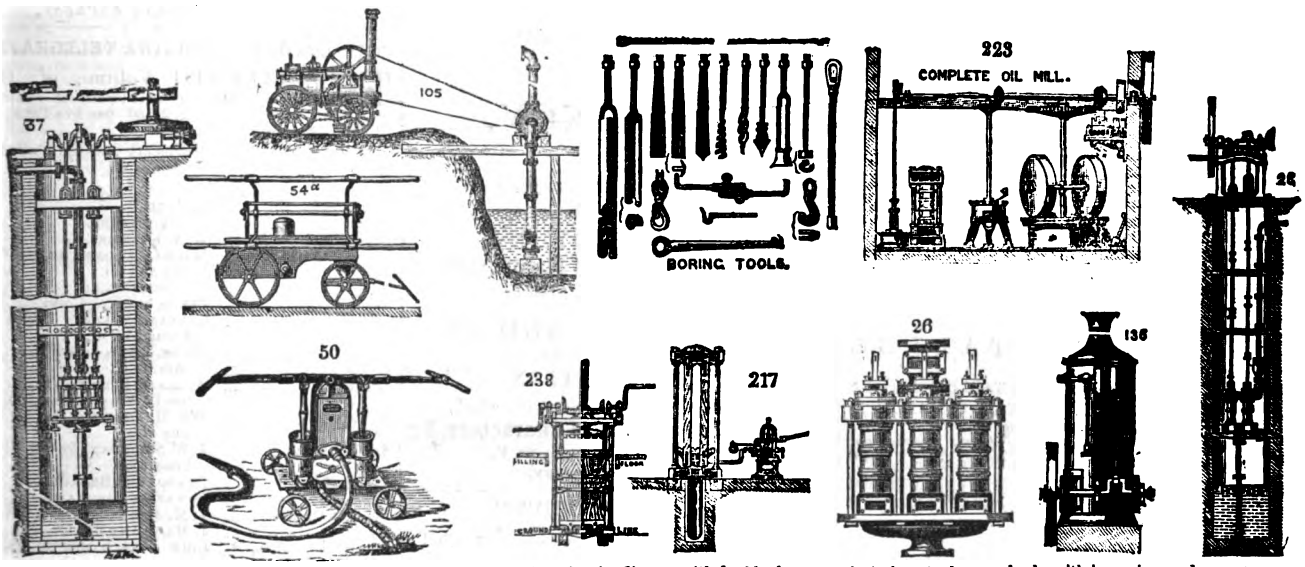
In case no Allotment is made, the application money will be returned without deduction.

The Allotment will be made five days after the closing of the Lists.

Full Prospectuses, Forms of Application, Mr. Barker's Report, and all other information, to be had at the Offices of the Company, 32, St. Swithin's lane, E.C.

S. OWENS & Co., Hydraulic and General Engineers,

WHITEFRIARS-STREET, FLEET-STREET, LONDON, ENGLAND.



No. 37.—Horse Gear and Pumps for deep wells.
No. 105.—Portable Steam Engine and Patent Centrifugal Pump.
Improved Boring Tools for artesian or petrolium oil wells, testing ground for minerals, foundations for railway bridges or other works.
No. 223.—Complete Oil Mill.
No. 28.—Well Engine Frame, with double brow crank and pumps.
No. 50.—Patent double barrel Farm and Ship Fire Engine, Irrigating Liquid Manure and Cesspool Pump.
No. 54a.—Double barrel Fire Engine for Fire Brigade, Railway Stations, Mansions, &c., in galvanised iron tanks, on wheels, with hose pipes and appurtenances complete.
No. 217.—Improved Australian Hydraulic Wool Press
No. 238.—Geared Screw Cotton or Wool Press.
No. 26.—Treble Brass Barrel Deep Well Pumps.
No. 136.—Vertical Steam Engine and Boiler.

S. OWENS & Co. beg to call the attention of Engineers, Contractors, Merchants, Shippers, and others to the following list of Articles manufactured by them, of which a large Stock is kept on hand:—

Oil Mills	Water Wheels	Hose Pipes	Well Boring Tools	Contractors' Pumps	Deep Well Pumps
Hydraulic and Screw Presses	Steam Winches	Cast and Wrought Pipes	Hydraulic Lifting Jacks	Centrifugal Pumps	Wind Engines
Steam Engines, Fixed and Portable	Turbines	Tanks	Mortar Mills	Mine Pumps	Pile Driving Engines
Steam Cranes	Hydraulic Rams	Water Cranes	Ships' Pumps	Railway Station Pumps	Ice Making Machine
	Fire Engines	Stand Posts	Steam Donkey Pumps		

CATALOGUES AND ESTIMATES FREE ON APPLICATION.

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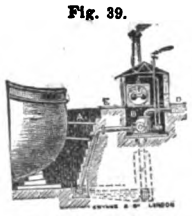
GWYNNE and Co., Hydraulic and Mechanical Engineers,

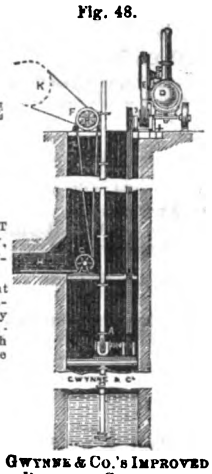
ESSEX STREET WORKS, STRAND, LONDON, W.C.

Fig. 39.



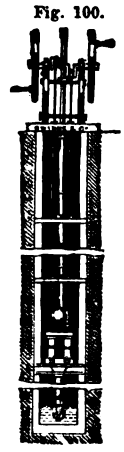
WYNNE & CO.'S PATENT PUMPING MACHINERY, S APPLIED TO EMPTYING DOCKS.
The whole arrangement very compact and self-contained. References to many applications combining unparalleled efficiency with moderate first cost will be given.

Fig. 48.



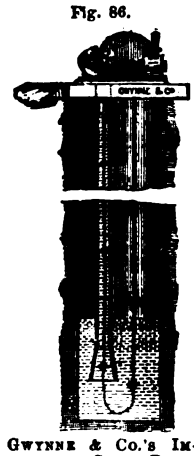
GWYNNE & CO.'S IMPROVED PATENT CENTRIFUGAL PUMP.
Fixed in a deep well, mine, or coal-pit, and driven by a portable or fixed engine fixed on the surface of the ground. Can be had of all sizes, and capable of raising any quantity of Water.

Fig. 100.



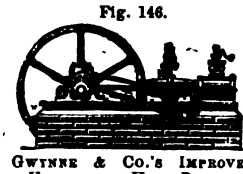
GWYNNE & CO.'S IMPROVED DOUBLE BARREL DEEP-WELL PUMP,
For Hand-power, adapted for ordinary wells of any depth, of most careful construction, and on the most approved system.

Fig. 86.



GWYNNE & CO.'S IMPROVED CHAIN PUMP, WORKED DIRECT BY STEAM ENGINE.
These Pumps work without valves or packing, and raise a considerable quantity of water. They will lift sand, mud, or grit without choking, and require only very inexpensive repairs.

Fig. 146.

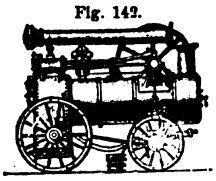


GWYNNE & CO.'S IMPROVED HORIZONTAL HIGH-PRESSURE STEAM ENGINE.
With or without Expansion Gear, for economical working.
From 4 to 100-horse power.

Fig. 154.

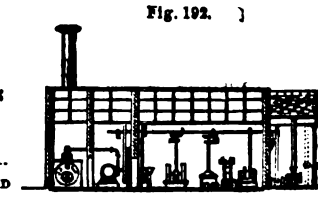
GWYNNE & CO.'S IMPROVED CORNISH BOILERS WITH DOUBLE FLUES.
These boilers are simple and compact They are proved by hydraulic power to double the working pressure, are got up with the greatest care, and none but first-class materials are used in their construction. Estimates given for any size or shape of boiler.

Fig. 142.



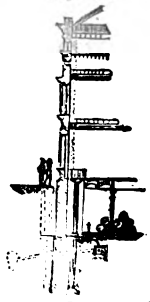
GWYNNE & CO.'S IMPROVED PORTABLE STEAM ENGINE.
Light, simple in construction, durable, and economical, and very superior to "Agricultural" Engines.
From 2½ to 30-horse power.

Fig. 192.



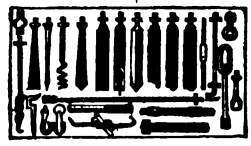
GWYNNE & CO.'S IMPROVED MACHINERY FOR PRESSING OIL FROM SEED, OLIVES, FAT, &C., &C.
The above shows an arrangement for a seed oil mill, and comprises, besides the requisite motive power, a crushing mill, pair of runners, heating apparatus, hydraulic press, and pumps. A Centrifugal Pump is added to lift water or any purpose required.

Fig. 193.



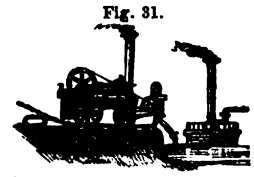
GWYNNE & CO.'S IMPROVED HYDRAULIC LIFTS.
Worked by the supply from a tank at the top of the building, or from main pipe of any water company's supply. Well adapted for lowering wine, or other produce, into or up from cellars, or may be modified for lowering bankers' and jewellers' safes into the strong rooms. The waste water runs into the sewer.
Prices on application.

Fig. 121.



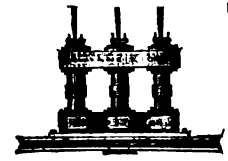
GWYNNE & CO.'S BORING TOOLS.
Of greatly improved construction. The figure represents those most frequently used, but the form and number vary much with the nature of the soil, and size of the bore hole.
G. & Co. can confidently recommend these as the best in the market.

Fig. 31.



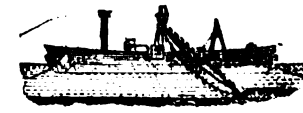
GWYNNE & CO.'S PATENT PORTABLE PUMPING ENGINE AND FLOATING IRRIGATOR.
In which the Pumps are furnished with hose for distributing the water over the adjoining plantations. Made in all sizes.

Fig. 105.



GWYNNE & CO.'S IMPROVED TREBLE BARREL LIFT AND FORCE PUMP.
These are made with gun metal barrels, copper piston rods, and brass valves. The workmanship and materials throughout are of the very best class, and comparison with those of other makers is challenged Gwynne & Co. make single and double-barrelled pumps upon the same principles.

Fig. 267.



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THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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AUSTRALIA ... NEW ZEALAND	Thursday, July 2 & 30, at 2 P.M., and every fourth Thursday.	Friday morning, July 10 & Aug. 7, and every fourth Friday.	Monday, July 13 & Aug. 10, at 5 A.M., and every fourth Monday.

Abatements are made in favour of passengers from the eastward of Suez returning by the Company's Steamers within six or twelve months of their arrival.

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RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

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LIEBIG COMPANY'S EXTRACT OF MEAT

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Moderate premiums, at rates suited to each climate.

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CAPITAL, fully paid up, £3,200,000.

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Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

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THIS HOTEL, situated on the Espianade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steamship lines in and out of Yokohama.

J. LYONS, Manager.
W. H. SMITH, Managing Director

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Ava	August 16		
Iraouaddy ...	August 30		
Hoogly ...	Sept. 13		

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For Alexandria and Naples ... Every Thursday (noon).
Constantinople ... ... „ Saturday, 5 P.M.
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Steamer.	Class.	Tons.	Docks.	H.-p.n.	To sail.
Hankow	100 A1	3,594	S.W.I.	450	July 15
Hong Kong ...	100 A1	1,881	S.W.I.	200	To follow
Nankin	100 A1	2,423	S.W.I.	300	To follow
Canton	100 A1	1,881	S.W.I.	200	To follow

These fine Steamships have elegant accommodation for first-class passengers, replete with every comfort, including the necessary bedding, linen, &c.

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CHINA.

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Port.	Ship.	Class.	Dock.	To sail.
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Hong Kong	Tamesa	A1 16 yr.	E.I.D.	With des.
Shanghai ...	Omba	A1 16 yr.	E.I.D.	With des.

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GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenartney	100 A1	2,106	330	July 25
Glenfalloch	100 A1	2,126	275	Aug. 15
Glenearn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Glengyle	100 A1	1,676	200	To follow
Glenogle	100 A1	2,120	330	New boat
Glenfinlas	100 A1	2,120	330	To follow

For terms of Freight and Passage apply to MCGREGOR, Gow, and Co., No. 1, East India-avenue, London.

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
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Hong Kong..	Windhover...	A1 16 yr.	S.W.I.D.	With des.
Yokohama & Hiogo	Evelyn	AA113yr	S.W.I.D.	With des.

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Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Pen., Sing. Hg. Kg.,& Shanghai	Paris, s.s., via S.C.	100 A1	920	S.W.I.	July 15
Hong Kong ..	Invincible.	A1 13 yr.	657	S.W.I.	With des
Shanghai ...	Velocity ...	A1 14 yr.	491	St.Kth	With des

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

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With quick despatch.

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FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

	Tons	Brokers.	To Sail
LONDON.			
Glenartney, s.s. ...	2,106	McGregor, Gow, & Co.	July 25
Hankow, s.s.... ...	2,332	Norris & Joyner...	July 15
Celaeno	702	Wright Bros. & Co.	July 25
LIVERPOOL.			
Diomed, s.s. ...	1,201	Alfred Holt ...	July 9
GLASGOW.			
Somerset, s.s. ...	1,000	T. Skinner & Co.	July 6

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

STEAM FROM SOUTHAMPTON TO BATAVIA VIA SUEZ CANAL.—Regular Monthly Mail Service of the STEAM-SHIP COMPANY NEDERLAND, between NIEUWEDIEP and the DUTCH EAST INDIES (calling at Southampton on the outward voyages), under contract with the Netherlands Government, by means of the magnificent Clyde-built steamers (having accomplished the voyage on average in thirty-eight steam days):—

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The PRINS VAN ORANJE is appointed to leave Southampton about 13th July for PADANG, BATAVIA, and SOURABAYA, with through arrangements to all the principal ports in the Dutch East Indies. Goods taken at through rates from London, Glasgow, Manchester, &c. Passenger Fares from Southampton:—First-class, £58, and upwards; second-class, £33.

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Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, July 6, 1874.

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 567.] LONDON, MONDAY, JULY 13, 1874. [Price 9d.—Subscription, £2 3s. per annum, Postage included.

THE MAIL TABLE.

The P. and O. Company having adjusted the working of the Service with the Government, we now publish the TIME TABLE *for the remaining portion of* 1874, *combined with the Table of the Messageries Maritimes. To Subscribers, free; to Non-Subscribers,* 1s.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received July 10.
JAPAN—Yokohama	April 3	May 19	May 23*
Yedo			
Osaka and Hiogo	Mar. 20	„ 11	„ 19*
Hakodadi			
Nagasaki	„ 20	„ 14	„ 16
CHINA—Peking	—	—	„ 13
Tien-tsin	—	—	„ 14
Chefoo	—	—	„ 16
New-chwang			
Hankow	—	—	„ 20
Kiu-kiang	—	—	„ 19
Chin-kiang			
Shanghai	April 10	„ 22	„ 24
Ningpo	—	—	„ 21
Foochow	—	—	„ 25
Formosa	—	—	„ 24
Amoy	—	—	„ 27
Swatow	—	—	„ 28
Hong Kong	—	—	„ 30
Canton	—	—	„ 28
Macao	—	—	„ 29
PHILIPPINES—			
Manila	„ 10	„ 18	„ 24
COCHIN-CHINA			
Saigon	—	—	June 4
SIAM — Bangkok	—	—	„ 1
BORNEO—			
Labuan	—	—	May 21
Sarawak	—	—	„ 23
JAVA — Batavia	„ 24	„ 28	June 4
Samarang	—	—	May 29
Sourabaya	—	—	„ 28
MALACCA STRAITS—			
Singapore	—	—	June 8
Penang			
CEYLON—			
Galle	May 22	June 16	„ 17
Colombo			

* By Pacific mail, *via* San Francisco.

THE MAILS, &c.,

The French mail, with advices dated as above, was delivered, *via* Marseilles, on the 10th inst., three days early. The next inward (P. and O.) mail, with dates Yokohama, 27th; Shanghai, 31st May; Hong Kong, 6th; Singapore, 14th June, is due, *via* Brindisi, on Monday next, the 20th inst.

List of Passengers.

PASSENGERS OUTWARD.

Per P. and O. steamer *Bokhara*, from Southampton, July 2.—To Yokohama: Mr. H. Heinemann. To Hong Kong: Mr. E. H. Oxley. To Singapore: Dr. Robertson. To Penang: Asst. Comr. McLeod. To Ceylon: Mr. Gould, Mr. P. Lynam.

Per P. and O. steamer *Hydaspes*, from Southampton, July 16.—To Hong Kong: Major-General F. Colborne, C.B., Mrs. Richardson and three children. To Ceylon: Mr. J. P. Plummer.

Per P. and O. steamer *Ceylon*, from Brindisi, July 27.—To Singapore: Mr. J. Gordon.

Per P. and O. steamer *Geelong*, from Southampton, July 30.—To Hong Kong: Mr. J. Campbell. To Singapore: Mrs. M. C. Evans.

Per French steamer *Tigre*, July 19 (booked from London).—To Yokohama: Mr. Chiapello. To Hong Kong: Baron von Overbeck, Mr. Mollard, Mr. Roussin, Mr. Cagnard. To Shanghai: Mr. and Mrs. J. J. Buchheister, Mr. Neumkirche, Mr. Scherrier. To Batavia: Mr. Andre, Mr. Angot, Mr. and Mrs. Ankersmith, Mr. P. A. Schill. To Singapore: Mr. Ringer, four Missionaries. To Galle: Mr. Freudenberg, Mr. Carey, Mr. Herring. To Saigon: Mr. de Jong van Sier.

Per French steamer *Peiho*, Sept. 27 (booked from London).—To Hong Kong: Mrs. Deane, Miss Deane. To Batavia: Mr. Fraser, Mr. and Mrs. Oosteron and two children.

Summary of News from the Far East.

JAPAN.

Our advices from the Japan Ports by the present mail are of no later date than those received by Pacific mail on the 6th inst., and published in our last issue.

NAGASAKI.

Our advices extend to the 16th May; the P. and O. mail from London March 20 arrived out on the 14th May.

The *Nagasaki Express* of the 16th of May gives the following further particulars of the Japanese expedition to Formosa. The P. and O. steamer *Delta*, which arrived here from Shanghai on the 10th, has been sold during the week to the Japanese Government, and will be employed in the Formosa expedition. The price paid for her is one hundred thousand dollars, and she changed her flag on Tuesday last, on which occasion two guns were fired. The crew, which has been quartered in the building next door to the Sailors' Club, left to day for Shanghai by the British steamer *Lap Tek*. The steamer *Shaftesbury*, which was sold last week for sixty thousand dollars, and also the *Delta*, are being laden with stores, &c., for the expedition, and will convey the remainder of the soldiers to their destination. The total number will be about two thousand soldiers and workmen. Saigo, chief in command, who proceeds with the troops, will leave to-morrow morning by the *Delta*, and the *Shaftesbury* left this afternoon, direct for Formosa, at which place, we learn, several of the vessels forming the expeditionary squadron have arrived. Okuma, Minister of Finance, left yesterday morning by the P.M. steamer *Golden Age* for Yokohama, and from thence he proceeds to Tokio. Negotiations for the purchase of the British steamer *Lap Tek* were also pending during the week, but these have been suspended.

The Japanese iron-clad ram *Azuma-kan*, returned again to this port from Kagosima. She brought hither some five hundred more Satsuma soldiers who are to join the Formosa expedition; she left this morning for Amoy. The soldiers were landed at the Ohato, and were quartered in different parts of the town of Nagasaki, but they were re-embarked on board the steamers *Delta* and *Shaftesbury* during the week.

The steamer *Argus* left for the wreck of the Russian steamer *Nicolai*, which vessel it will be remembered ran upon a reef on the east side of Oki Island on the 6th October last. The endeavours to save her were, in consequence of her exposed position, suspended until the change of the monsoon, and the *Argus* has gone down to see whether any of the material of the wreck can be saved.

Ex-Samurai Oba Kagetatsu, of the Saga ken, has also been deprived of his rank, as he came to Nagasaki as a spy in the service of the rebels. Several Samurai of the Nagasaki ken, named Takama Taro, Watanabe Bunro and Fukahori Baigo, have been sentenced to the same degradation. The former as a rebel spy went to Fukahori to hasten the despatch of troops, and the two latter have been awarded their punishment for conniving at his action. Miyatomi Tetsuhe and Matsuzono Tadatsura, Samurai of the Nagasaki ken, have been deprived of their rank, they having been found guilty of sending communications to Saga, giving information of the events that happened at Nagasaki during the insurrection, and intending to join the rebels in the event of the latter attacking this place.

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The captain of the Japanese steamer *Shaftesbury* appears to be bent upon distinguishing himself. The vessel, which is entirely in charge of natives, left this harbour for a trial trip, previous to starting on her voyage to Formosa. On returning to the anchorage she ran into the British barque *Mistletoe*, and did considerable damage to the port-side of that vessel. Previous to the collision the steamer had run against the P.M.S.S. Co.'s barge *Shamrock*, but fortunately did very little damage to her.

Several rumours have been current to the effect that the British steamer *Crocus* had been sold, through Messrs. Alt and Co., to the Japanese Government. We believe they had their origin in the fact that Messrs. Alt and Co. received an offer of two hundred and thirty-five thousand dollars for her, but on behalf of the owners they declined to sell at this figure. [This vessel is now on her way from Foochow with new teas.—ED. *L. and C. T.*]

Under the title of "The Tokio Guide," a guide book of Yedo has just been published by Messrs. F. R. Wetmore and Co., of Yokohama. This little book is precisely what the author intended it to be, viz., "a few pages to show how the tourist may expen his limited time to the best advantage." There is a host of useful information for the traveller in Japan, including a translation of words likely to be used in conversation with the coolies.

CHINA.

PEKING AND TIENTSIN.

The Peruvian Minister and suite returned to Tientsin during the morning of the 30th April. On the following day Captain Garcia, accompanied by Mr. Secretary Elmore, called on the Governor-General. Two days later the latter, accompanied by several subordinate officials, returned the call. Mr. Mayers, Chinese Secretary to Her Majesty's Legation at Peking, arrived here a few hours before the Peruvian Minister, and I have since learnt that he had been rendering considerable aid to the latter in the negotiation of a treaty; and as numerous interchanges of visits are now occurring between Chinese officials and the Peruvian Legation officers, we presume that the relations of the two Governments have been placed in such a position that nothing exists to prevent the object of the Peruvian Minister being amicably and speedily concluded.

The Tientsin Spring races come off on the 14th, 15th, and 16th May. Some of the sporting members of the Peking community have been here already some days, and as the entries have been numerous we look for much sport. The small river steamer *Feiyuen* will be prepared, on the three days of the races, to take the public to the course, situated some four miles below the British settlement.

ABSTRACTS OF PEKING GAZETTES.

May 1st. (1) In addition to the usual list of presentations, applications for leave from duty, &c., it is recorded that Ngên-ling having committed a breach of etiquette in introducing to audience, requests that a penalty be adjudged against himself.

(2). Jui-lien, Military Governor of Jêh-ho, applies for the deprivation of office of a District Magistrate who has obtained his preferment by false personation. It appears that an individual named Chao-Yung-chên, otherwise called Chao K'ihung, is the son of a former incumbent of a Magistracy in Kiang-si, where he purchased a grade of nominal literary rank, after which, in return for certain contributions to military funds, he was permitted to become a Prefect's Assistant in Shantung. In 1868, after living for some years in retirement, he took the new name of Chao K'ihung, and got himself employed as a clerk in a Government office. Obtaining successive recommendations, he managed to rise through various minor titular grades to the rank of expectant Magistrate, but all in his old name of Chao Yung-chên. In 1871 he resigned his clerkship under the *alias* he bore, and in 1873 he gained his substantive advancement to the Magistrate's list. Having been detected in these subterfuges, he is not a man to be entrusted with a position of authority, and the Military Governor consequently lays the matter before the Throne.—Rescript: Let Chao Yung-chên, *alias* Chao K'i-hung, be forthwith deprived of his rank. Let the Board of Civil Office take note.

SHANGHAI.

The present mail brings advices from this port to the 24th May; the French mail from London April 10 arrived out on the 22nd May. The *Courier* has the following:—

Some interesting notes have been obligingly sent us about tea clippers shortly expected in Shanghai. Most of these come, as usual, *via* the Colonies. The *Sir Lancelot*, about which apprehensions were felt by some, because said to have left London for Shanghai on the 28th of December last, was loading at Sydney for Shanghai when the *Cutty Sark* left. The *Ascalon*, a new clipper, belonging to George Thompson, Jun., and Co., and the *Crested Wave* were to leave shortly after the *Sir Lancelot*, so that all three must be close at hand, as well as as our old beauty the *Thermopylae*. The *Lammermuir* and *Red Riding Hood* were chartered to load coal at Newcastle for Shanghai; while in Sydney were the *Forward Ho*, *Norman Court*, and *Kaisow*. It was not known whether the *Titania* would come to the North of China or not. Of the above the *Lammermuir* and *Thermopylae* have arrived.

We have been kindly supplied with the following items from Hankow:—The Tea Market opened on the 19th. The Settlements are small; Russian houses the only buyers as yet. Through rate of freight asked for mail steamers, £6 10s.; for other steamers, £5 10s.; no rate named for sailing vessels. The keenest discussion goes on as to the respective merits of the rival companies. The "Glen," "Castle," and "Blue Funnel" lines are represented respectively by the *Glendarroch*, the *Gordon Castle*, and the *Cawdor Castle* and *Agamemnon*. The *Hong Kong* is, of course, backed by our German friends. A sweepstakes of some $1,300 has been subscribed to for the winners of the race, *i.e.*, all steamers included.

The annual meeting of Ratepayers has been held. The Report and Accounts for 1873-4 and the Estimates for 1874-5 were passed. An amendment to the latter, proposed by Mr. Kidner and seconded by Mr. Wainewright, desiring an increase of taxation from 8 to 10 per cent. on rentals of Chinese houses east of Honan-road, was negatived by 210 votes against 79.—A proposal for a slight deflection of the Yangtzepoo-road near Mr. Hayes' house was adjourned.—A proposal allowing Messrs. Fogg and Co. to enclose a strip of the Bund, in consideration of their surrendering the foreshore for the use of the public, was approved.—The construction of a bridge over the Soochow Creek, at the end of Honan-road, and bunding the Hongkew shore, was approved. Power was given to raise a loan of Tls. 10,000 for widening the streets. The purchase of Messrs. George Barnet and Co.'s property for Municipal offices for Tls. 40,000 was sanctioned. The whole business was concluded by noon, Mr. Carter withdrawing the resolutions of which he had given notice, and which would otherwise have occupied the afternoon. These were adverse to the admission of proxies for ratepayers present in Shanghai, and in favour of the amalgamation of the French Settlement. A special meeting has, however, been called for the 8th June, to consider these and other pending matters.

The new Municipal Council have taken office; Mr. Purdon was elected chairman, and Mr. Wood vice-chairman. The Council resolved itself into the following committees:—Finance, Lemarchand, Carmichael, Cowie; Works, Purdon, Webb, Mackenzie; Watch, Wood, Kidner, Heyden.

The Chinese soldiers have been withdrawn for some days from the Ningpo Joss-house, and are now encamped outside the south gate, not far from Overweg's bungalow. They appear to be contemplating some stay there, as they are surrounding the camp with earthworks.

We hear that the French Consul-General has asked certain Consuls to prosecute individuals claiming their protection, for shooting Chinese during the night of the riot. We presume the reply will be that, if specific charges are brought against any one they will be investigated before the Courts in the usual form. It is well that the matter should be investigated; for though some shots fired during the heat of the riot were no doubt justifiable, there seems equally little doubt that others were fired recklessly after danger was over, and were blamable. Of course Mr. Gordeaux will institute in his own Court similar proceedings in the case of his own nationals, to those which he has asked his colleagues to take.

Judgment has been given in the case of the Assignee of the estate of L. H. Stoddard in Bankruptcy *v.* Olyphant and Company—in favour of the plaintiff.

The U.S.N. Company does not appear to have got to the end of its troubles yet, though the latest is one that curiously enough arises out of a success. We understand that a suit is being instituted by the North-China Insurance Company for the recovery of the amount they had paid in respect of the insurance effected on the *Rona*, in view of the U. S. N. Company having succeeded in their appeal against the decision of the Court at Hong Kong in the *Ava-Rona* collision case.

At H. B. M. Supreme Court, before Sir. E. Hornby, Chief Judge, Mr. Drummond applied, on behalf of the North-China Insurance Company (plaintiffs in the above suit), for an injunction to restrain the directors of the Union Steam Navigation Company from dealing with or distributing, before the decision of that suit, any sum they may receive from the Messageries Maritimes Company in pursuance of the judgment given in their favour by the Privy Council, and of an enquiry as to the amount of damage now proceeding at Hong Kong. After some argument, his lordship reserved decision.

Our readers will not have forgotten the Yang-yeh-lew case, which attracted so much interest a few months ago. The man was transmitted from hence to the Prefect of Soonkiong (the Shanghai Hsien's immediate superior), and there withdrew the inculpatory confession he had been constrained to make under the frightful torture inflicted on him in Shanghai. A further torture of 200 blows, however, persuaded him to go back to his original statement, and he was passed on to the Provincial Judge at Soochow, where he again recanted. Chinese law is that, if a culprit recants in a higher Court, he has to be sent back to the lower one. The necessity of reference to Shanghai was obviated by torture at Soonkiong. We do not learn whether the same process is being resorted to at Soochow, or whether Yang will

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be sent back to Sookiong; but if he is, no doubt the same process will be repeated; and it appears to be simply a question for him of admitting what he is desired to say, or being beaten to death.

A proclamation from the Taoutai to the producers of Silk is as follows:—On the 20th, 3rd Moon, I received a letter from Mr. Seward, U.S. Consul-General, on behalf of the whole number of Consuls, stating that the Chamber of Commerce had received letters from Europe and America, complaining that the silk of last season was no improvement, but rather worse, than that of the previous few years, of which complaint has heretofore been made. He also forwarded to me two copies of a notice prepared by the Chamber of Commerce for circulation among silk dealers. In China silk is a very important article of commerce, and all those engaged in the preparation of and dealing in silk should be faithful and honest, and on no account allow the least counterfeit in its preparation. I have before issued proclamations in regard to this matter. Having received this letter from the senior Consul, I have written to the officials in the silk district, and now issue this proclamation with the notice of the Chamber of Commerce. Let all engaged in the preparation of silk be careful to obey these instructions, and select the good from the bad, and constantly study how to improve the quality of the silk until it is perfect, and on no account allow the least infraction on what is necessary to make it perfect.

Among the passengers by the steamer from Japan is Judge Goodwin, from Yokohama, who pays a brief visit to Shanghai. Mr. N. J. Hannen, lately acting judge of H.B.M. Court at Yokohama, has also arrived by the *Oregonian*.

HONG KONG.

The inaugural address at Concordia Hall, Canton, was delivered by Mr. Gideon Nye. In the course of his speech Mr. Nye made the following remarks:—"The gentlemen of the committee of the Concordia Hall Association had assiduously, though quietly, pursued their duties for many months, until on the 8th ult. they simply issued cards with an intimation of dancing. There had been no imposing laying of a corner stone, no Masonic rite, nor any ceremony of Good Templars or Odd Fellows; in short, none of the 'pomp and circumstance' of beginning, prosecution or ending.

"This seems to me very much like 'hiding of their light under a bushel;' and, desiring myself to do homage to the ability and taste evinced in the erection of this elegant and substancial edifice, I crave your sympathy, Ladies and Gentlemen, in this expression of it. Our hosts may say that the modesty I impute to them is in consonance with the simple and unambitious purpose of the Concordia Hall Association, and say so very truly. For, as I understand the purpose of its founders, it means sociability and friendly intercourse; healthful recreation and mental renovation; in one compound word it means the *util-dulci*—the source, at once, of modern culture and material progress—which constitute what I may call our muscular and progressive civilisation, as contrasted with the emasculated civilisation that we see around us.

"This edifice itself, while it attests, in design and execution, the greater vitality and harmony of ideas of our Western civilisation, marks also an advance in the style of architecture here since the days of the old factories, whose façades alone were little distinguishable from the hongs of the native merchants. I have spoken of the Chinese civilisation as emasculated, in contra-distinction to our own; but I intend no derisive disparagement of this more ancient civilisation, nor, indeed, do I doubt that in some essential particulars it is practically superior to our own. I allude rather to the absence in it of the progressive elements which characterise our own; and I attribute that defect not to 'the black-haired race' as a people, but to the system of government in respect to education; which, admirable as it is within its prescribed limits, is of a too circumscribed scope for the development of genius in individual character. To reluctant, conservative China we are fain to address the wondrously wise words of Shakespeare:—

> 'What custom wills, in all things should we do it,
> The dust on antique time would lie unswept,
> And mountainous error be too highly heap'd
> For Truth to overpeer.'

But we see the dawn of a better day for the 'Sons of Han,' for, although political preferment still rests upon this old system, the Peking Government has authorised the establishment of the College there and the educational Missions to Foreign countries. Such are among the significant results of the establishment of the Legations at Peking for but a dozen years, so that if we consider the state of antecedent relations we may take heart for the future."

SIAM.

BANGKOK.

The *Siam Weekly Advertiser* has the following remarks *apropos* of a letter which appears from Captain Hopkins, of the s.s. *Danube*, asking for information about the Lighthouse and why it is not lighted:—The Siamese Government is in possession of a lighthouse and it has been to considerable expense in constructing a place for it at the entrance to the river. It seems a great pity after going to so much expense, and having made so much preparation, the light should not flash its rays to guide the mariner to cross the bar and enter the river in safety. If there ever is a time when a beacon light is needed it is during the stormy nights of the S.W. monsoon. During this season of the year the highest water is during the night, and if vessels cross the bar, they must do so mainly at night, why not then give them the benefit of a beacon light? The paltry expense of supplying the oil, and supporting a man to attend it, can be but a trifle, and will be more than covered by the increased facilities to the commerce of the port which will ensue. This would seem to be a legitimate expense that ought to be provided for from the revenue derived from the exports and imports. Judicious investments in needed lighthouses, canals, roads and telegraphs are investments that return a handsome income from the increased production and commerce which they create, and which yields reliable revenue to the country.

STRAITS SETTLEMENTS.

SINGAPORE.

Our advices by the present mail extend to the 8th June The following summary of news is from the *Straits Times*:—

The changes in the Courts, which took effect on the 1st inst. have, we understand, been materially delayed through the absence of the Chief Justice, who will now have his hands full of business to get the new arrangements in working order. Meantime, the public are inconvenienced by the unsettled condition of affairs, and one does not know where to go, or who to apply to, in order to get processes issued and served. We trust the new Court buildings will be hastened to completion with all possible speed, in order that our legal tribunals may be held with becoming dignity.

We have before us a pamphlet issued here by Mr. J. W. Floury,—formerly a light-keeper at the Horsburgh and Raffles Light-houses,—containing monthly tables of the tides at those points of observation throughout the year, with explanations on the set of the tides during the N.E. and S.W. monsoons. The title-page informs us that the book is printed under the authority of the Colonial Secretary, and the preface states that the tables have been examined by the Master Attendant, Naval surveying officers, and commanders of the French and English mail steamers, whose favourable opinion should be sufficient guarantee of the correctness of the figures. Some palpable errors in orthography appear in the explanatory remarks, but as the author's meaning nevertheless seems sufficiently clear, doubtless the book will be found very useful to shipmasters navigating the Straits.

The British steamer *Mecca*, Capt. Laws, from Batavia 31st May, has arrived. She reports having spoken, off Lucipara Island, the British barque *Crest of the Wave*, from London, Danish barque *Thor*, and Dutch barque *Jacoba Helena*, all bound to Singapore.

On the subject of fires the *Straits Times* has the following:—The other morning we had an opportunity of seeing, *au grand soleil*, the manner in which fire-engines in Singapore are transported from place to place. One of them had been pulled out of the central police station, and was being dragged about in the region of old Singapore. The pace the engine and its team, composed of a small army of peons superintended by some European police, was proceeding at was a fair average pace for such a cumbrous contrivance, and was a little faster than that of a decorous funeral. We made enquiries as to the destination of the engine, fearing that a fire had broken out somewhere. At least, thought we, the engine is being taken out to give itt pullers and haulers an opportunity of exercising themselves and their charge. But no; they were not on business of so much importance. A Chinaman who had only recently arrived in Singapore on his way to or from China had taken up his abode with a compatriot in old Singapore, where he appears to have become a trifle deranged. He locked himself in an upstairs room, and refused to be reasoned with, fed, or comforted. The window of his room looked out into a yard, and was in a line with a well about ten feet distant from the wall of the house. The well was some thirty feet deep, and the window was ten feet above the ground level. The landlord becoming importunate, the tenant became alarmed, and taking a flying leap through his window, fell into the well, and reached the bottom sound and scatheless, without even a scratch on his person. Some compatriots came, and trying to persuade him to come out, offered to find means to extricate him, but he sternly refused assistance. Accordingly the police fire-engine was sent for to pump the water out of the well. This service it performed, the police were able to descend into the well, and the man was with difficulty extricated; so that the fire-engine has not been altogether useless in its heretofore existence. It was on its errand of salvage when we saw it, and its pace was such as we have described, quite as rapid as could be expected, when its weight and the means at hand to draw it are taken into consideration, but not such as it should have been

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under the circumstances. We maintain that when the rescue of life from danger, or the salvage of property from the devastation of fire, are at stake, some less cumbrous system of transport for the engine should be adopted. Horses ought to be kept always at hand for the draft to the engines to places where they may be required. What with the carelessness of Malays, and the indifference of Chinese, in the matter of fire, they may be required at any spot at any moment. "Ever ready and ever effective" should be their motto. The matter of a complete arterial system of water supply throughout the town will no doubt form a matter for the prompt consideration of the municipality ere long.

PENANG.

We extract the following paragraphs from the *Penang Gazette* of the 30th May :—

It becomes our painful duty to have to record the death of the late Mr. Forbes Scott Brown, M. L. C., on Thursday night. We have only time to remark here that his loss is an irreparable one. Penang at the present moment has literally to mourn for the loss of her social as well as her political head. All the merchants' offices in Beach-street were closed yesterday, and the Consulate flags, as well as those on board the different ships in the harbour, were hoisted half-mast high out of respect to the memory of the deceased gentleman. The funeral, which took place last evening was attended by an immense concourse of all classes of the community.

On the 28th the Dutch steamer *Semiroe* arrived here from Dellie, and the Dutch steamers *Holland*, *Ariadne*, and *Ardjoeno* from Atchin anchored in this harbour. The *Holland* proceeds to Batavia, and the other three steamers are taking in cattle and provisions for Atchin. The war party at Atchin still sustain the struggle, notwithstanding the repeated defeats they encounter.

The inhabitants of Perlak (a state near Edie) have assumed a hostile attitude towards Edie, but measures have been taken by the naval commander on the East Coast to resist any attacks from that quarter. The latest accounts report all quiet at Edie, and the probability of a garrison of Dutch troops being quartered at the chief place. The blockade of Tamiang (south east coast) has been raised, that State having hoisted the Dutch flag.

His Excellency Sir Andrew Clarke arrived in s.s. *Pluto*, accompanied by Major McNair, Dr. Little, and Mr. Braddell. At half-past eleven in the forenoon the vessel steamed in and anchored in the harbour, and after a delay of about an hour the whole party came ashore. A guard of honour from Her Majesty's 10th Regiment was stationed at the jetty, and a salute from Fort Cornwallis announced the landing. A large number of the inhabitants, including Europeans, Mahomedan and Chinese, were congregated to do honour to the occasion of his Excellency's first official visit to this Settlement ; all the ships in the harbour were dressed up with flags. On Monday, at noon, a levee was held at Suffolk House, which was largely attended by the different classes of the community. Lady Clarke held a reception at the same time and place.

His Honour the Chief Justice has closed the Criminal Sessions ; the prisoners in the riot cases were all found guilty, two of them were sentenced to eighteen, and the others to nine months' rigorous imprisonment each. The Civil Sittings commenced on Wednesday last.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—But little improvement had taken place in the state of the market. A moderate business had been done in 16 to 24 Yarn, at easier rates for the common qualities ; other counts having been almost entirely neglected. In Grey Shirtings there had been very little doing, although at the close some inquiry was shown for 9 lbs., 45 in. goods. A fair business had been done in Turkey Reds, and the better qualities of Plain Orleans, and Italian Cloths had been fairly saleable. The market for Metals was further depressed.

HIOGO-OSAKA.—Another month of dulness and inactivity is recorded, though towards the close a better tone had become manifest.—Cottons. —Yarns : Deliveries had been next to nothing, and prices were nominal. Grey Shirtings had been moved off to a very moderate extent only. The demand for Turkey Red Cambrics continued at about former rates. For Victoria Lawns there had been a fair enquiry. Worsteds and Woollens.—Black Orleans had commanded a fair sale ; prices were unchanged. Mousselines had met with good enquiry, and prices were firmer.—Nail Rods.—A further decline was noted.

SHANGHAI.—The principal Plain Cotton staples had been in fairly continuous request throughout the week, Drills and Mexican T-Cloths being the favourites. The destination of most of the purchases was still rather doubtful. Tientsin excepted, the advices from the outports were against operating largely on this market, and even from the North there had been little better news. The late rains in Chihli had considerably quieted the apprehensions as to the safety of the growing crops, and to this circumstance the Shirting market was greatly indebted for the business and slight improvement. In Woollens there had been rather more doing.

MANILA.—The market for Plain Staples had exhibited a slightly better feeling, and dealers seemed more inclined to operate, but in most cases would not offer any advance upon previous quotations, There was no change to report upon uncoloured goods, values of which remained unaltered.

EXPORTS.

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TEA.

YOKOHAMA.— The market had shown great activity, settlements from the 11th May having rather exceeded 3,000 piculs. Arrivals had been heavy, and in consequence prices had suffered a decline, closing rates ranging from $45 to 65 per picul, for qualities classing from fine to choice. Export from 1st June to date, 12,438,613, against 11,756,272 lbs. in corresponding period last season.

HIOGO-OSAKA.—The first arrivals of new leaf were offered about the 7th May, and a few small lots were bought up at prices ranging from $51 to 53 for choice, but owing to heavy rains, and supplies in consequence coming forward very slowly, coupled with advices of high opening rates at Yokohama, the market rapidly advanced, and at the close $57 to 62 was the range of prices. Settlements (to the 15th May, inclusive) of new leaf had been about 850 piculs, and of old leaf 750 piculs. Shipments to other ports in Japan were 469 boxes for the month. There was scarcely any stock, as arrivals were eagerly taken at ruling rates, viz., choice $57 finest, $62.

HANKOW.—Messrs. Evans, Pugh, and Co.'s Report says :—Our report for the season 1873-4 was issued on Jan. 23, since which date no business in Tea has been transacted at this port. The total export for that season was, according to Custom-house returns, 61,842,532 lbs., against 60,993,577 lbs., in the season 1872-1873, and 62,322,446 lbs. in 1871-1872. Fifteen musters of the new crop, consisting of 8 chops from Chon-sow-ki, 2 from Pin-kong, 2 from Yong-low-tong, 2 from Ningchow, and 1 from Neb-ka-see, were put on the market yesterday. Before the day was over 2 chops of fine Chonsowkis were bought at about Tls. 37, being three taels higher than the opening rates last season for this class. We have not as yet seen enough of the crop to be able to express an opinion as to the quality of it, and would at present merely remark that we consider the Chonsowkis nice Teas. The steamers Agamemnon, Glenfalloch, Glenartney, Hong Kong, Cawdor Castle, and Gordon Castle are here waiting to load for London ; £5 10s. per ton of 40 feet is the rate of freight named for them. The sailing vessels Cutty Sark, Lammermuir, and Ada are expected to load for London. The steamer Russia is on the berth for Odessa, and the Tchihatchoff is also to load for the same port.

SHANGHAI.—There had been nothing done, with the exception of th shipment of a small parcel of Green to London. News had arrive e from Hankow to the effect that the new season for Black Tea wad opened on the 19th May, by the purchase of a few parcels at excee-d-s ingly high rates. There was great secrecy preserved so far as to what has actually been done, but it was clear that two chops of "Chong-low-kai" had been bought to cost laid down 2s. 5d. per lb., and a chop of "Ping-kong" of fair quality to cost about 1s. 11d. There were doubtless several other settlements, but they were not at the moment accurately known. It was, however, evident that opening prices had been extreme.

SILK.

YOKOHAMA.—Natives were willing to make some small concessions, but buyers had been little disposed to operate at quotations. The stock, as before, offered little opportunity for selection. Some parcels of coarse silk had been returned to the country for native consumption. The silk-worms are reported as progressing well. Settlements 150 bales, stock 800 bales.

ARTICLES OF IMPORT.

The general characteristics of the Produce Markets have been a continuation of the previous inactivity and absence of speculative inquiry, and as supplies of most articles exceed even the increased consumption, the movements in prices have again been unfavourable to the importer—the exceptions being few and not of first importance.

TEA.

During the past week there has been a fair business doing, considering the time of year, dealers as a rule holding very light stocks, the 60,000,000 lbs. in stock on 30th ult. being distributed over a wide circle. Heavy supplies of Tayshan leaf have come to hand, which are selling at reasonable prices, ranging from 1s. 1d. to 1s. 6d. ; this class of Tea has been of great service as a substitute for country Congous, the stock of which is much reduced. At the public sales odds and ends of parcels of fine Teas have sold at low prices. The Glenartney, Agamemnon, and Glenfalloch are due the latter end of next week. The report of the Committee on the Adulteration Act has been printed, and, as regards Tea, is viewed as highly satisfactory, and will doubtless cause a favourable reaction ; in fact, several parcels of "clean" Caper have already changed hands, while the feeling is that a substantial advance will take place in all good Green Tea.

Messrs. Arthur Capel and Co.'s Circular says :—There has been little alteration in our Tea Market during the past week, the trade only operating for their immedediate requirements. Further arrivals of new season's Canton Congous have been difficult of sale, at slightly easier rates. For Scented Teas there is no demand, and lower prices must be taken to effect sales. The deliveries for the week, as compared with last year, are as follows :—

	1874. lbs.	1873. lbs.
Duty paid	1,910,000 ...	1,761,000
Coastwise	497,000 ...	528,000
Exports	720,000 ...	972,000
	3,127,000 ...	3,261,000

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Messrs. Percival and Co.'s Circular says :—The past month has been one of continued and unusual quietude, and although deliveries have been large, say close on 14,000,000 lbs., dealers (in consequence of the limited demand from the country) have simply bought sufficient to meet their insignificant requirements. The amount of business has therefore been small, beyond precedent, and confined chiefly to public sale, at which about 65,000 packages have been disposed of "without reserve."

	1874.	1873.
	lbs.	lbs.
Home Consumption from 1st January to 30th June	49,811,798	47,846,460
Export do. do.	12,945,196	15,571,731
Sent Coastwise do. do.	17,517,606	18,056,907
Total delivered	80,274,600	81,475,098

SILK.

The market continues steady, and a very fair daily business is doing in Chinas at unchanged rates; manufacturers seeming willing to buy at present quotations. Cantons are in little more demand, but there is no improvement in prices. Japan firm but quieter. Deliveries from 1st inst. are satisfactory—say from the 1st to the 8th inst. : China, 1,021 ; Canton, 236 ; Japan, 235 ; Bengal, 200. Total, 1,692 bales.

Messrs. Arles, Dufour, and Co.'s Circular, dated Lyons, July 4th, says :—For another week after our advices of the 6th June all reports concerning the Silk crop remained extremely favourable ; quotations of Cocoons to arrive fell again materially, and the depression of our market was becoming daily greater. Since a reaction has gradually taken place. On all markets of production arrivals of Cocoons proved far less important than expected ; reelers, unable to complete their intended supply, were compelled to pay everywhere a considerable advance. In France prices of Japanese rose from f.3.90/4.50 to f.4.50/5.25 ; Piedmont, f.3.60/4 to f.5.25/6 ; Lombardy, f.3.25/4 to f.3.70/4.50. This unexpected reduction in the estimates of the crop, and the enhanced cost of new Silk, induced manufacturers to make important contracts to arrive, especially in classical French and Italian filatures. The activity became more general when complaints were heard about the inferior yield of Cocoons, and a rise of f.3 to f.6 from the lowest point, was established on all European Silks. Asiatic throwns, and raws more particularly, have led also to very important transactions, but arrivals had so much accumulated that, in spite of higher rates telegraphed from China, importers, showing themselves desirous to clear the rather important old stock, have only obtained so far an insignificant rise.

THE MAILS.

PRESENT INWARD MAIL.—MARSEILLES, JULY 8.—The Messageries Maritimes steamer Amazone, with the inward French mails from China and Japan, arrived here to-day at 5 P.M. She brings eighty-eight passengers and a general cargo, including 197 bales of silk, 30,292 packages of tea, and 1,831 packages of sundries for London, which part of her cargo, will be forwarded to its destination per Company's steamer Euphrate, due in London on or about the 21st inst.

INWARD MAIL DUE JULY 27.—GALLE, JUNE 28.—The Messageries Maritimes steamer Ava, with the inward French mails from China and Japan, Shanghai on the 7th, and Batavia on the 18th June, left here to-day for Aden.—ADEN, JULY 8.—The Ava left here to-day for Suez and Marseilles.

INWARD MAIL DUE AUGUST 3.—GALLE, JULY 8.—The P. and O. Company's steamer Zambesi leaves for Suez with the Australian and China mails to-day. Specie £670,000.

OUTWARD MAIL OF JUNE 5.—GALLE, JULY 30.—The Messageries Maritimes steamer Meikong, from Marseilles 7th ult., left here to-day for Singapore.

Literature.

From *Trübner's Monthly Record* we learn that Mr. N. B. Dennys has in the press a handbook of the Canton Vernacular of the Chinese Language, which will be of great use for domestic and business purposes. The lessons are printed in three columns. 1, the English text ; 2, the Chinese version in Chinese characters ; and 3, the pronunciation of the Chinese, phonetically printed in Roman characters.

The same periodical also gives a rather interesting "account of the steps that have been taken in China, on the part of the representatives of Government, to make good the literary losses entailed through the ravages of the Taiping rebels." The writer observes that "at more than half the great literary centres, formerly renowned for their printing establishments and their bibliopolic treasures, the most wanton destruction was perpetrated by the insurgents, into whose hands such cities as Loochow, Hangchow, Nanking, and Wuchang fell. With that laudable reverence for their own literature which shines as a redeeming feature amidst the corruption of Chinese officials, solicitude was very early displayed by the high provincial functionaries, among the cares of reorganising the local Governments, for the restoration of supplies of the standard literature of the country. Kwan Wên, Governor-General of Hupeh and Hanan, was the first to take action in this respect. An official printing and publishing committee was established at the provincial capital, Wuchang-fu, under the title *Tsung Wên Shu Kiih*, . . . to which the task was committed of reproducing the classical or canonical works, the national histories, the treatises of the schoolmen and critics, whose writings have been stamped with Imperial approbation, and also sundry modern works of a miscellaneous character." This establishment, we learn, "occupies a spacious official building, in one part of which is the department where the works already printed are offered for sale. Outside the door is suspended a list of the works obtainable within, with the prices of each set forth according to the quality of paper upon which the purchaser may choose to have his impression. There are three grades of fineness in this respect. . . . . It appears that the whole of the canonical works and the recognised commentaries have been printed, together with about one-third of the dynastic histories, a great number of poetical collections and many works of a miscellaneous character. Amongst these may be mentioned one of the earliest productions of the committee, viz., an atlas of the Chinese Empire, in thirty thin volumes, drawn up under the patronage of the Governor-General, Kwan-Wen, and embodying all the geographical details derivable from the Jesuit surveys of the last century in combination with the particulars yielded by purely native sources. Although arranged on a cumbrous plan, the sheets, several thousand in number, being devised in such a manner as to form one vast map if unbound and pasted together, but not running continuously through the work, this atlas is undoubtedly far in advance of any previous native undertaking of the kind. . . . . A similar enterprise, although on a smaller scale, has been instituted at Nanking, and the productions of these printing establishments are gradually finding their way all over the Empire."

Naval and Military.

It is announced that the alterations and repairs to the Audacious, so as to fit her for a flag-ship on the China station, are to be completed by the 30th proximo. The alterations ordered were very extensive, as accommodation will have to be provided for a larger number of officers and men than has hitherto formed her crew, besides having to provide suitable quarters for the admiral in charge of the station and those attached to his staff.

The Adventure, screw troopship, Capt. John D'Arcy, sailed from Portsmouth on the 5th inst., on a round of foreign troop service, the particulars of which were detailed in our issue of the 26th ult.

In the annual report from the Trafalgar, training-ship, just published, an outbreak of measles is reported. It appeared first in the person of an officer (a Japanese), who was sent on shore to sick quarters at Portland. The medical officer of the Shearwater, surveying vessel, reports a fatal case of meningitis. It was that of an officer, who, prior to joining the ship, had served five years in a gunboat in China. The report from the Royal Marine Artillery at Eastney mentions a somewhat remarkable case of the loss of an eye. The patient received the injury while shooting at wild fowls in China ; the gun he was using exploded, and a portion of the metal was blown across the left eye, carrying away the wall of the eye and portions of the orbit and palpapræ. After being under treatment for some time on board his ship, and once subsequently in hospital on that station, he was invalided, and sent home. Being a man of good character, it was thought proper to see if he could be made available for any duty ; this, however, was found to be impossible. The parts around the original wound again inflamed, and the patient complained of constant pain near the orbit and across the frontal bone ; and as already several small portions of bone had been removed, it was not improbable that more might have to come away. After keeping the patient under observation for some time he was brought forward for survey, and invalided from the service. The surgeon to the Royal Marines at Forton mentions a case of disease of the bones, resulting from an old compound fracture of both legs ; the man had been invalided from China. A case of phthsis (in which the patient had been invalided from China), and a case of insanity (invalided from the Midge, in China), are reported from the Marine Division at Plymouth. The case of a marine, invalided from China with more than thirteen years' service, and a history of attacks extending over four years, is mentioned in the cases of epilepsy in the Marine Division at Chatham ; and a case of orchitis, following an injury received on the China station two years before, and a case of varicocele (that of a man invalided from China for dysentery) appear in the same report. Four cases of dysentery are reported from Melville Hospital, Chatham. They were all from the China station—two from the Zebra, one from the Juno, and one from the North German frigate Herth. One man returned to duty, one was invalided, and two died.

Colonel G. F. S. Call, half-pay, late 18th Foot, has been selected for the distinguished service pension, vacant by the appointment of Lieutenant-General Lord H. Percy to the colonelcy of the 89th Foot. Colonel Call served with the 18th Royal Irish throughout the first China expedition (medal), and was present at the first capture of Chusan, attack of the forts of the Bocca Tigris, storming of the heights and forts at Canton, and destruction of the forts and capture of Amoy ; and employed on the staff in 1841-42 as sub-assistant commissary-general. He also served throughout the Burmese war of 1852-53, and in the Crimea from December, 1854, including the siege and fall of Sebastopol.

The distinguished service pension lately vacated by Lieut.-General Haly, C.B., on his appointment to the colonelcy of the 106th Regiment, has been conferred on Brevet-Colonel J. W. Thomas, C.B., the 40th Brigade Depot. Colonel Thomas served with the 67th Regiment throughout the campaign of 1860 in North China, and was wounded while in command of a wing as part of the covering and storming party at the capture of the North Taku Fort (mentioned in despatches, C.B., medal with two clasps). He commanded the 67th Regiment at the second capture of Kading from the Taeping rebels in 1862.

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FLOGGING THE DEAD HORSES OF THE STRAITS.

(To the Editor of the *London and China Telegraph.*)

SIR,—It is to be regretted that Lord Stanley of Alderley should have made another onslaught on Sir Harry Ord and his administration of the Straits Settlements. He could not have expected any practical result from the motion in the absence of any petition or formal complaint. Had the attack been made during the Ordian rule it might have been productive of much good, and might have spared the Straits some years of evil government, and it might have saved the public some considerable sums of money uselessly and therefore wickedly squandered. Now that Sir Harry Ord is almost forgotten, and therefore forgiven, it is a sad waste of time to rake up the scandals of the quasi regal palace or the steamers and presents. The Straits people, having got rid of their nightmare, are endeavouring to improve the passing hour under a better and more enlightened administration. What care they now if, when money runs short to carry out his great projects, Sir Harry Ord threatened to interfere with the freedom of their ports? What is it to them now that he endeavoured to create sinecures or accumulate offices for the sole benefit of his *protégés?* What if he were greedy of presents, regardless of the natural consequences to British prestige with the natives? He was defeated by the Colonial Office and the Straits Association on the two first points, and the fire at the Pantechnicon has avenged the latter. Sir Harry Ord is, in so far as the Straits are concerned, dead and buried, and has left the Government House at Singapore as a stupendous monument of his vanity and folly. It strikes us that Lord Stanley might employ his undoubted talents and valuable local knowledge to more purpose if he would devote them to the development of the more enlightened policy initiated by Sir Andrew Clarke, and assisted in the great and good work of opening up the Malay Peninsula to British influence and commerce. Sooner or later this must be done, and it were better if it were done with a good grace now, rather than have it forced upon us by uncontrollable circumstances. Here would be a large field for his lordship's philanthropy to work in, with results more gratifying to his friends and to himself than can be obtained from flogging a dead horse.—Yours obediently, Δ

London, July 8, 1874.

SHIPPING POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—July 8, at Queenstown, from Rangoon, Thomasina McLellan.

DEPARTURES.—July 10, from London, for Hong Kong, Chinaman; 7, from Newport, for Galle, Mio Padre.

STEAMER PASSED THE SUEZ CANAL.—July 8, Hong Kong, from Hankow, for London.

MISCELLANEOUS.—The Admiralty have invited tenders for the conveyance of 165 tons of stores to Hong Kong.

AMOY, JULY 10th, 4.25 P.M.—The Canton, str., from Foochow to London, total wreck, hull and cargo in the river Min.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BALDWIN—On the 13th May, at the American Methodist Episcopal Mission, Foochow, the wife of the Rev. S. L. Baldwin, of a daughter.

DONALDSON—On the 3rd June, at Singapore, the wife of Alex. H. Donaldson, of a daughter.

HELMS—On the 28th June, at l'Avant Poste, Lausanne, the wife of L. V. Helms, of Sarawak, Borneo, of a daughter.

MARRIAGES.

BAKER—NAIRNE.—On the 4th June, at St. Giles, Camberwell, by the Rev. Spencer Nairne, M.A., Rector of Hunsdon, Herts, and the Rev. Sidney Phillips, M.A., Vicar of Castle Hedingham, Essex, Frederick Arnold Baker, of 3, Crosby-square, London, eldest son of the late Major Richard Baker, of Wellington, New Zealand, to Helen Catherine, only daughter of the late Captain Alexander Nairne, H.C.S.

LOPES—OZORIO.—On the 2nd May, at the Roman Catholic Church, Foochow, by the Right Rev. Bishop Gentili, Melina A. Lopes to Francisco A. Ozorio.

NAIRNE—PHILLIPS.—On the 4th June, at St. Giles, Camberwell, by the Rev. Sidney Phillips, M.A., Vicar of Castle Hedingham, Essex, and the Rev. Spencer Nairne, M.A., Rector of Hunsdon, Herts, the Rev. John Domett Nairne, B.A., Curate of St. Mark's, Reigate, youngest son of the late Captain Alexander Nairne, H.C.S., to Grace, youngest daughter of the late Charles Phillips, of Grove-hill, Camberwell.

PERRY—LOWE.—On the 20th June, at the British Consulate, in Venice, by the Rev. J. D. Mereweather, Gerald Raoul Perry, H.B.M.'s Consul in the Island of Reunion, son of Sir William Perry (for many years H.B.M.'s Consul-General at Venice), and of his wife the late Geraldine de Courcy, sister of the present Lord Kingsale, to Elena, daughter of the late Francis Lowe, of Boston, Mass., U.S.

DEATHS.

ADAM—On the 7th June, George Ure Adam, late Manager of the Chartered Bank of India, Australia, and China, in his 71st year.

BATT—On the 5th June, after a lingering illness, at his residence, 168, Camden-road, Richard Batt, sen., in the 72nd year of his age.

BUSCK—On the 14th May, at Vladiwostock, Julius Busck, of Holbek, Denmark, late of Nagasaki.

CRAB—On the 3rd June, at Singapore, Allegonda, only daughter of A. A. van der Crab, aged 11 years.

SPICER—On the 20th May, at Hong Kong, Peter Spicer, late of Busselton, Western Australia in his 73rd year.

UNNAKARN—On the 26th March, at Bangkok, Prince Unnakarn, a younger brother of H.M. the Supreme King, aged 19 years.

Miscellaneous.

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THE ADULTERATION OF FOOD.—REPORT OF THE COMMITTEE.

The report of the Select Committee of the House of Commons appointed to inquire into the Adulteration of Food Act has been issued. With regard to the adulteration of Tea the Report runs as follows:—It appears that since the report of 1856 certain grossly-prepared teas have been imported from China, some being largely mixed with exhausted leaves and ferruginous sand, and others much too highly faced or coloured; the ingredients used for colouring being chiefly Prussian-blue or indigo, powdered gypsum, and turmeric; but the total amount of such teas has been small, and is kept in check mainly by the low price of pure teas. The import of green teas has recently fallen considerably, in consequence, it is stated, of the operations of the Act Facing tea after the duty is paid was, prior to the Act of 1872, practised to a small extent in this country; but whether in China or at home, the evidence is conclusive that in colouring tea no deleterious matter is used to such an extent as to be absolutely injurious to health; at the same time facing may be employed to conceal tea of a bad quality. Your Committee have reason to believe that very little adulteration of tea is practised in this country. They would further observe that defacing tea, or removing artificial colour, seems now much more common, but this process does not appear to extract the ingredients which form the base of the colouring matter; it simply removes the colour, leaving all the other materials on the tea. It is proved that the bright green teas of China are always faced, and that the natural green teas of Japan, India, &c., are frequently of a colour hardly distinguishable from some qualities of black tea. While condemning the practice of highly facing tea, your Committee cannot recommend that fairly faced green tea should be condemned as an adulterated article. Suggestions have been made that a certain per-centage should be allowed for colouring matters and other impurities in tea. But your Committee consider that the limitation to a very small per-centage of foreign matter would exclude from the country some wholesome low-priced teas, which are largely consumed by the poor, and if a less stringent limit were adopted, it might have the effect of increasing the amount of facing laid upon the better descriptions of green teas. It has been repeatedly suggested to your Committee that an examination of tea, for the purpose of detecting impurities, should be undertaken on landing by the Customs, and that all tea found to be seriously adulterated should not be admitted for home consumption. The Chairman of the Customs admitted that such an inspection of tea in bond could be undertaken by the Custom-house officers, and that the great bulk of the tea would require but a brief examination by good practical officials, whilst suspected samples could be analysed at the laboratory at Somerset House. Your Committee recommend that this examination should be made, as they believe it would practically stop the sale in this country of tea adulterated abroad, and relieve the retail dealer from the hardship which now arises from his being held answerable for certain manipulations of which he may be wholly ignorant.

THE RIOT AT SHANGHAI.—A writer in *The Times*, referring to the riots at Shanghai, says:—The riot which your Shanghai Correspondent describes in *The Times* of the 7th of July occurred at Shanghai, at the old strangers' burying-ground, surrounding the Ningpo-wei-Koong, better known to foreigners as "the Ningpo Joss." This large building, which stands in the centre of an immense cemetery, is situated in the south-western extremity of the French Concession, and close to the walls of the city of Shanghai. I remember it when it was a hospice, or place of refuge, supported by the Ningpo Guild, for distressed strangers—*i.e.*, for Chinamen (mostly sailors) from Ningpo and other provinces—and the vast chambers, enclosed within the western quadrangular court, were piled to the roof with innumerable coffins, which were cleared out when the building was taken and used as a barrack by our troops in the war of 1860. I have heard, from a most reliable source, that the Japanese expedition to chastise certain aborigines of Formosa for plundering wrecked vessels has been countermanded, in consequence of the firm and decided attitude of the Chinese Government. Formosa is an integral portion of the Chinese Empire, and with the powerful forces at the disposal of the War Minister at Peking, it was hardly reasonable to suppose that an invasion of Chinese territory would have been tolerated.

THE SINGAPORE AND AUSTRALIA ROUTE.—A passenger on board the *Flintshire* sends an interesting letter to the *Sydney Morning Herald*, in which he gives an account of the voyage, and adds "No delicate stomached lotus eater bound to Camelot or nowhere but to float on for ever, could desire a more pleasant journey." But while every allowance should be made both for the agents of the company and the Queensland Government for deficiencies in arrangement when starting a new line, there was one thing which struck all the passengers, and that was the apparent indifference or ignorance of Government officials.

THE JAPANESE AT FORMOSA.—The following telegram referring to the Japanese war against Formosa were received last night at the London office of the *New York Herald*:—"Amoy, July 9. The Japanese operations are virtually ended. Important conferences held at Formosa. China pays expenses of the expedition, and guarantees safety to foreigners. Japan will accept and retire."

MR. EDWARD B. DREW, having been intrusted by the Inspector-General of Chinese Customs, Mr. Hart, with the duty of appointing three young gentlemen for service in the Chinese Customs, has selected Messrs. Charles C. Clarke, of East Cambridge; Hosea B. Morse, of Medford; and William F. Spinney, of Salem; all graduates of Harvard University of the class of 1874.

MR. C. R. HARFORD, underwriter to the Thetis Marine Insurance Company, has resigned, and Mr. John D. Aspland, the secretary, is appointed interim underwriter.

THE Netherlands Royal Mail Company's steamer *Princess Amalia*, from Southampton, arrived at Suez on the 6th inst., and proceeded for Java.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, JULY 7.

The proverbial uncertainty of the law has just received another striking exemplification by the judgment of the Tribunal of Commerce having been reversed by the *Ober-Gericht* or Superior Court of this city under the following circumstances. It appears that in the year 1868 Herr ——, a merchant at Tientsin, where he was also the Hamburg Consul, to the great surprise of his creditors, suspended payment, stating that if his offer of a composition were rejected he should declare himself insolvent. He offered them 40 per cent., proceeding, as he alleged,

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out of the dowry of his wife, but it turned out subsequently that the money was not forthcoming, and a commission of bankruptcy was ordered to be opened against him. But to the execution of this the unforeseen difficulty occurred, that being himself the Consul there was no other official in the place to work the bankruptcy in the name of the Hamburg authorities, there being at that time no consular convention in existence between Hamburg and China to allow another Hamburg citizen to proceed should the Consul be incapacited. According to the Hamburg Bankruptcy Law it is provided that in such a case the person authorised to conduct the affair is the nearest Hamburg Consul. This was Mr. Consul Heinssen, of Shanghai, who wound up the concern, the creditors receiving a dividend of fifteen per cent., the wife having withdrawn the amount of her dowry and deposited it in the hands of a relation of her husband in this city. This having come to the knowledge of one of the creditors—Herr W. E. Webendorff, of Krimitschau, in Saxony—he instituted proceedings against him before the Tribunal of Commerce, claiming payment of 20,000 thalers which the late Consul at Tientsin still owed him. The defendant pleaded that the bankruptcy had been wound up in the usual and legal manner, that the plaintiff had received his 15 per cent. dividend out of the estate, as the other creditors had done, and that he had, therefore, no further claim to make. The Commercial Tribunal took the same view of the case, decreed the plaintiff nonsuited, condemned him in the costs, and ordered the money, which had been placed under sequestration, to be returned to the defendant. In the reasons they give for their decision they state that the bankruptcy case was conducted in a perfectly legal manner; that from the moment the Consul was declared bankrupt he lost his official appointment and social *status* as Hamburg Consul at Tientsin, or at all events his functions as such were suspended till the termination of the proceedings against him, and were by law performed by the nearest Consular officer; and that the documents go to show that Herr Heinssen did his duty in the most impartial and satisfactory manner.

On appeal being made to the *Ober-Gericht*, that tribunal took a very different view of the case, and have just delivered judgment, quashing the decision of the inferior Court, and deciding the case in favour of the appellant. In the reasons they assign for this divergence of opinion they maintain that the appellate's objections to the bankruptcy proceedings are not valid, because the case was conducted in an irregular manner. In the first place, there was no appointment of a *Massen-Gericht*, or court of adjudication, as required by the Hamburg laws; secondly, there was no proof that the bankrupt had taken the manifestation oath; thirdly, that the estate had not been administered by impartial persons, as no assignees were appointed; and lastly, it was not to be found in the papers and official documents produced whether the wife of the bankrupt had made out a clear case of her legal right to claim her dowry. The appellant has therefore gained his cause, and he is to receive his 20,000 thalers, the appellate having, moreover, to pay the costs.

In the semi-official *Norddeutsche Allgemeine Zeitung* is a communication from Peking, stating that Lu-tien-yu, the murderer of Herr D. W. Brinckmann, has been executed at Fu-shan, near Chefoo, and his accomplices, Sung-hung-te and Wang-urh, are transported to a penal station on the frontiers. The search for You-yan-hui, the instigator of the murder, had as yet not been attended with success, but was being prosecuted with energy by the Chinese authorities, whose conduct in the whole affair is described as worthy of praise, especially in supporting the endeavours of Messrs. Crasemann, Hagen, and Vasmer, merchants of Chefoo, who, in the absence of the German Vice-Consul, are empowered to act as his substitute.

Dr. Erwin Stammann, a native of this city, who till the end of last year was German Consul at Helsingfors, in Finland—and has since been promoted to be Chargé d'Affaires accredited with the United Republics of Venezuela, where he now is—has received from the Czar of Russia the Order of St. Stanislaus of the Second Class, surmounted by the Imperial Crown, as a special distinction, in recognition of his conduct while Consul in Finland. Dr. Stammann, who for some time was charged also with the Consular representation of Belgium, and did good service in settling some difficulties with regard to the Borga and Kervo Railway, has been also recently appointed by the King of the Belgians to be Officer or Knight Commander of the Order of Leopold.

By a letter of the 22nd May from Saigon we learn that the official *Courier de Saigon* of that date contains a decree of the Governor ordering that in future all steamers entering the ports of Cochin China will be liable to pay tonnage dues every time they arrive. Formerly these dues were levied every four months, and more recently every two months.

Arrivals from the Far East.—Herr H. J. Ankersmit and lady, from Batavia; Capt. Borndorff, from Taschkent; Herr H. Nacher, from Dehli (Sumatra); H. Miesegaes, from Batavia.

COMMERCIAL.

A better feeling prevails for Rice, notwithstanding the large supplies that have come to hand since my last, and extensive dealings were entered into. Japan Rice is a new article of trade here, but appears to give satisfaction to the dealers, and both cargoes mentioned below were sold immediately, as was the Saigon—altogether 57,000 bags—and 850 tons to arrive per Alma. The market closes firm. A fair amount of business has been done in Teas at former rates, the sales by importers comprising 530/4 chests, 1,546/8 do., and 180/16 do. Congou, and about 600 packages Souchong.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.

ROTTERDAM, JULY 8.

We may fairly say *les extremes se touchent* when we compare the First with the Second Chamber. The last-named is, and not without reason, accused of extreme prolixity, whilst the Lords, who constitute the bulwark of the Throne, appear to constitute themselves an office for the registration of Bills. Within a few hours some twenty Bills were voted unanimously. The last of these Bills asked a credit for the East India service, and upon this a warm debate took place, which was concluded by a vote which is applauded by the Conservatives and deeply regretted by the Liberals. You will remember that the Minister of the Colonial Department some time ago laid several documents regarding the Atchin war before the members. The Second Chamber discussed them in Committee, and the opinion prevailed that the Lords would do the same. The Senate had nearly finished its task when some of the Ministerial members endeavoured to provoke a debate, or at least to obtain a vote of confidence. Having this in view the following clause was inserted in the section report: "In two sections several members were of opinion that, now that the Minister of the Colonial Department has tendered his resignation, it is the duty of the House to give their opinion upon the documents regarding the Atchin war. These members thank the Minister for having furnished these documents, and, without entering into further particulars, they, having examined them, are convinced that the war with Atchin was just and obligatory, and that the promptitude with which all the measures were taken deserves to be applauded." In the Second Chamber no one had dared to make such a proposal, which, of course, would most certainly have been rejected, because opinion is still divided as to whether the war was a necessity or no. Mr. Hartsen, a *pur sang* Conservative, did not agree with this proposal, and he at once endeavoured to neutralise it by another motion, viz., that "The First Chamber being of opinion that in the present political situation it is not in the interest of the country to say what the members think about the Atchin documents, they thank the Minister of the Colonial Department and pass to the order of the day." Mr. Duymaer van Twist, a Liberal, backed the motion, and this ought to be a warning sign. But most unhappily Mr. Pincoffs, who is more Ministerial than the Minister, answered that he had obtained what he wished to obtain, because the report, in which the favourable opinion was stated, was a printed official document. This was still more imprudent. Several members now rose and protested, because they did not wish that their silence should be regarded as an approbation. At this juncture the Minister took part in the debate. He said it is most probably the last time that I shall speak from this place, and I must say that I do not share the opinion either of Mr. Hartsen or Mr. Twist. Do the existing political circumstances prevent the House from giving an opinion upon the question if the declaration of war with the Sultan of Atchin was just? I don't think so. On the contrary, I think that occasion most favourable. The House asked that the documents should be laid before the members, and why are they reluctant to discuss them? The judgment would have still more value because the members did not meddle with the political struggles, by which the Cabinet was overthrown. If they don't enter into discussion, then I must come to the conclusion that they think the documents satisfactory. Even if the Chamber should pass a vote of confidence the Minister said he would maintain his determination to resign. Notwithstanding these positive declarations, however, the motion of Mr. Hartsen was carried by a very large majority.

This, of course, has entirely altered the position of affairs. The King, I hear, wished that the Minister should remain in office till he returns from his trip to Switzerland, next month. There would also be no more question of a dissolution, which by most of the Liberal papers is regarded as a necessity. But on the other hand we must not forget that in the course of this month the Budget for 1875 must be prepared, and it would be inconsistent that a new Ministry should be called upon to defend a Budget of the old one. I fear that it will be very difficult to make a Ministerial combination which would be backed by a majority, and I am informed that the present Ministry will most positively decline to remain in office and to dissolve the Second Chamber. This measure they will leave to the new Cabinet to apply if needful.

Some time ago I mentioned that Mr. Pompe Van Meerdervoort, a doctor of medicine at the Hague, had been appointed a member of our Embassy in Japan. Most probably this appointment is due to Enamotto, who is well-known here, because he was educated in this country and he lived for a long time at the Hague. He returned to Japan with some vessels which were constructed in Dutch yards for the Japanese Government. On his arrival in Japan he was appointed ambassador at St. Petersburg. Our department of Foreign Affairs received some time ago a sum of f.330,000 on account of the Simonoseki indemnity, and this sum was now followed by another instalment of the same amount. The Minister intends to expend a part of this money upon a new hotel for the successive Ministers of the department for Foreign Affairs. This plan, however, meets with much opposition, both in the Press and in Parliament.

ROTTERDAM, JULY 9.

There is a great lack of soldiers for our East India army. The Minister has re-issued the decree by which f.200 is promised to any young soldier who will enrol himself for four years' service, whilst a bonus of f.300 is given for six years. The Minister has also addressed to the officers of the General Staff a request that they shall engage themselves for three years in Java, in order to re-organise the General Staff. It is said that Captains J. C. C. de Beer Poortugael and A. Kool have volunteered.

It is now officially stated that the gift of the nation, which was presented to the King on the 12th of May, amounted to f.196.891. A *cadeau* has yet to arrive from the Dutch residents in Japan, and another from the children in Java.

The election for the vacant seat at Amersfoort has not been favourable to the anti-revolutionists, Mr. Van Asch Van Wyk having been beaten by a small majority by the Conservative candidate, Mr. Van Goltstein.

General Verspyck will arrive in a few days at the Hague. The Conservative *Dagblad* suggests that he should receive an ovation.

Mr. J. H. Schröder is appointed secretary to the Steam Ship Company "Java," in place of Mr. H. Heybroek, jun.

I regret to record the death of Mr. W. Verschnur, the animal painter. His pictures are much celebrated.

Two sons of the Crown Prince of Prussia have arrived at the watering place of Scheveningen.

Her Majesty the Queen will return from Marienbad on the 30th inst.

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The London & China Telegraph.

LONDON: MONDAY, JULY 13, 1874.

THE RIOT AT SHANGHAI.

THE mail from China has put us in possession of the full particulars of the recent riot on the French concession at Shanghai. It seems that, a short time since, a dispute arose between the Ningpo guild and the French Municipal Council concerning a project of the latter to make certain roads through the Ningpo burial grounds. The undertaking was one which deeply affected the religious instincts of the Chinamen, and public feeling ran high on the subject. However, to the credit of the Ningpo men, be it said, that up to the moment when the riot actually broke out they left their case entirely in the hands of the guild; no overt demonstration of hostility occurred, and in all probability the question in dispute would have been peaceably arranged had not an untoward collision between the French police and a party of Ningpo men set the smouldering fire in a blaze. How or by whom the first blow was struck is a disputed point, but the fact remains that a policeman was subjected to a good deal of illusage; that the houses of the Inspector of Roads and of other Frenchmen were attacked, and that one other foreigner, a Miss MACLEAN, a missionary lady, escaped violence only by satisfying the mob that she was not a Frenchwoman. Later in the afternoon the appearance of landing parties from the American and French men-of-war in harbour, and of the Shanghai volunteers, restored order.

Such, briefly stated, are the circumstances connected with this outbreak of popular feeling, and there is no disguising the fact that they add another instance of the want of consideration that Frenchmen as a nation so often show to the beliefs and prejudices of Orientals. It cannot be denied that in too many instances the French missionaries who have suffered death in the interior of China have brought martyrdom upon themselves by their disregard for so much that Chinamen hold sacred; to the same cause must be attributed the late assassinations and massacres in Tongkin, and in the instance before us it was by ignoring the faith most deeply rooted in the minds of the people that the French Municipal Councillors aroused passions which ended in riot and bloodshed. The belief in the intimate connection which exists between the living and the dead, and the consequent necessity that the graves of those who have departed to the land of spirits, having once been placed in the most favourable positions, should be left in undisturbed repose, is as firmly as it is generally held throughout the land. It is a cardinal point in the "Feng-Shui superstition," and one which has hitherto acted as the most formidable opponent to the introduction of Christianity and railroads. Any attempt, therefore, to overcome so strong a prejudice should have been made with great circumspection, and with due consideration for the feelings of those interested; but, with every respect for the French Municipal Council of Shanghai, we must take leave to doubt whether they are a body in whose hands it would be safe to leave such a delicate negotiation. As is too often the case with the French, the moment when calmness and firmness was most needed they surrendered. It is only right to add that it was the Consul, M. GODEAUX, who committed this very weak act. As soon as the affair reached a riot the whole course of things was altered, and the rioters should have been made to understand that order must be first established, and negotiations could then ensue. To post a proclamation, such as it seems M. GODEAUX did, in the thick of the row, was very distinctly to prove that fear took possession of the foreigners. For the rioters to have practically gained their ends is the most disastrous precedent, and cannot be too severely condemned. The fact that the interests of all Europeans in China are inseparably bound up together, gives us a right thus freely to comment on the conduct of our neighbours. That the outbreak was directed against the French only is proved by the fact that the instant the mob became aware that Miss MACLEAN was not of that nationality they helped her to a place of security. But it must be remembered that this was also the case at Tientsin, and that yet others besides Frenchmen were stricken down by the blow which was aimed exclusively at them.

LORD STANLEY ON THE STRAITS.

THE subject of the Administration of the Straits Settlements under the late Governor was introduced in the House of Lords on the 6th inst. by Lord STANLEY of ALDERLEY. In bringing the subject before the Secretary of State for the Colonies, Lord STANLEY alluded to a former motion he had made respecting the Straits, and his utter failure to elicit anything but contradictions. Lord STANLEY felt bound to ask for an inquiry into the administration of the Straits up to November, 1873, as a matter of justice to the new Governor, who ought to be permitted to start fair. His Lordship then touched upon the subject of the charges made against the late Governor in the *Straits Times*, and stated his opinion that it was the duty of the Government to ascertain clearly the truth of those statements, and either clear the late Governor or prosecute the *Straits Times* for calumny. His Lordship then alluded to various other matters, including the steamers, the opium farming, and the flogging of the Chinese rioters, and he considered that these matters were sufficient justification for an inquiry, as in his opinion those who would screen the late Administration of the Straits from a thorough investigation, or who would refuse to produce the correspondence and papers which could throw light upon it, merely pleaded guilty to it. The Earl of KIMBERLEY, the late Colonial Secretary, in reply, said that Lord STANLEY had evidently misunderstood him if he had believed him to have said that Sir HARRY ORD had never made any mistakes. While considering that Sir HARRY had been attacked rather unfairly, he had admitted that he had failed on some occasions, though, on the whole, he had done good service. He should be glad of the production of the correspondence, but if it were produced he should doubt if Lord STANLEY would be able to find grounds for an inquiry. The Earl of CARNARVON then rose, and after dealing with several of the charges brought against Sir HARRY ORD in detail, said the inquiry which Lord STANLEY asked for would be almost without precedent, and could only be justified by a conviction on the part of the Secretary of State that serious abuses had occurred. He could not hold out any promise that an inquiry would be instituted. Lord STANLEY having expressed himself satisfied, the matter was allowed to drop. It is to be regretted that the subject of this debate was not brought forward at an earlier period, but we think it is one of those cases to which the old adage applies of "better late than never." We certainly think that Colonial Governors who have committed gross faults should be overhauled. The excuses made by Lord CARNARVON for Sir HARRY ORD will be seen by our readers to be opposed to the facts, but it is hardly necessary or useful to criticise them now.

Mr. BOURKE, the Under Secretary for Foreign Affairs, in reply to Mr. DENISON, stated that no correspondence had been received from the Governor of Singapore in reference to the Atchin War which could be usefully produced. This can only mean in official parlance that it was not convenient to produce it. If any sort of reason had been given "why," it would have been more satisfactory. The reply in regard to mediation is equally equivocal, as it is on record that the Sultan of ATCHIN applied for our good offices, and a letter from Her MAJESTY was despatched to him by H.M.S. *Thalia*.

WE have received a copy of an Address by Captain SPRYE to the various Chambers of Commerce who have

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taken an interest in the opening of trade with Western China and Rangoon, which we shall refer to in our next.

THE report of Mr. RUSSELL ROBERTSON on the trade of Yokohama for 1873 has attracted much attention, and it is to be hoped that those engaged in the trade will profit by it.

THE TRADE OF YOKOHAMA.

The following is a summary of Mr. Russell Robertson's Trade Report for Kanagawa for 1873 :—

IMPORTS AND EXPORTS.

The figures for 1873 show as follows :—

Imports	$19,535,758
Exports	15,095,218
Total	$34,630,976

being $523,040 in excess of 1872.

The following are comparative tables for the two years :—

	1873.	1872.
Imports	$19,535,758	$20,063,125
Exports	15,095,218	14,044,811
	$34,630,976	$34,107,936

Or to particularise—

IMPORTS.

	1873.	1872.
Cotton Manufactures	$6,913,961	$8,374,703
Woollen Manufactures	2,725,917	4,654,191
Mixed Cotton and Woollen ..	2,425,867	1,237,166
Arms and Ammunition	210,408	83,617
Metals	570,145	318,974
Miscellaneous, foreign	4,514,698	3,293,213
Miscellaneous, local	2,174,762	2,101,261
	$19,535,758	$20,063,125

EXPORTS.

	1873.	1872.
Silk, Raw	$7,050,656	$7,178,500
Silkworm Egg Cards	3,032,360	1,920,787
Tea	3,339,941	3,061,625
Copper	206,955	443,378
Miscellaneous	1,465,306	1,440,521
	$15,095,218	$14,044,811

IN IMPORTS

Cotton Manufactures exhibit a decrease of	$1,460,742
Woollens a decrease of	1,928,274
Mixed Cottons and Woollens an increase of	1,188,701
Arms and Ammunition "	126,791
Metals "	251,171
Miscellaneous, foreign "	1,221,485
Miscellaneous, local "	73,501

IN EXPORTS

Silk shows a decrease of	$127,844
Silkworm Egg Cards an increase of	1,111,573
Tea an increase of	278,316
Copper an increase of	236,423
Miscellaneous an increase of	24,785

It will thus be seen that the value of the import trade for 1873 falls short of that of 1872 by $527,367, while the export trade for 1873 is in excess of that of 1872 by $1,050,407, showing, as before stated, a total increase of $523,040 in the value of the trade for 1873 over that of 1872.

Under the heading Cotton Manufactures it appears that the trade in Grey Shirtings has kept very steady.

The figures of 1873 are rather in excess of those of 1872, but this is probably only owing to the fact that T-Cloths formed a separate item in the returns for 1872 and do not so appear in the tables for 1873.

There has been a considerably increased importation in Chintzes, Velvets, Turkey Reds, Muslins, and Cambrics. This, however, may be accounted for by the stocks of most of these goods having been light at the end of 1872. Shipments to this during the past year have been considerably in excess of requirements, and consequently business has been of an unprofitable character.

COTTON YARN.—The large importation in 1872, which led to an accumulation of stock, has certainly not been without its effects upon this staple, and the past year has been characterized by the supply being far in excess of the demand, leading to prices ruinous to importers.

In spite of the importation having fallen from 121,950 piculs in 1872 to 83,128 piculs in 1873, the stock is still more than ample for the requirements of the Japanese.

In WOOLLENS there is a considerable falling off, and Camlets, once quite an important article under this heading, have now dwindled down to comparative insignificance.

FLANNEL shows an import value of $180,130 in 1873 as compared with $1,284,160 in 1872. The excessive importation both of this article and of cloth in 1872 were initiated by too sanguine merchants both here and at home, who conceived the idea that Japan would generally adopt European-made garments. This, however, has proved to be a mistake, for except at prices far below cost the natives do not seem to be sufficiently wealthy to purchase. On such goods as these, with the one exception of French Mousselines, the losses incurred have been exceedingly heavy.

Blankets show a diminution, for although this class of goods is much used by Japanese, competition amongst foreign merchants has rendered the trade in them unprofitable.

As regards METALS, Lead figures for a limited amount, but the trade in Manufactured Iron has increased considerably, namely, from 58,891 piculs, valued at $285,982, imported in 1872, to 88,058 piculs and some odd cases, valued at $400,313, imported in 1873.

Pig Iron and Kentledge on the other hand show a decline, the importation in 1873 only reaching 1,048 piculs, valued at $1,351, against 10,381 piculs, valued at $23,357, imported in 1872. The difference in these figures is due more to the requirements of the railways, lighthouse, and docks at Yokoska than to any positive expansion of the trade.

The imports of Arms, Ammunition, and Accoutrements, other than for purely departmental purposes is still on a reduced scale.

Large importations of Kerosene oil have at times been made from America, and the trade, though apparently unprofitable, has largely increased.

On the whole the past year has been a most unprofitable one for all merchants engaged in the import business.

The close of 1872 showed a considerable increase in the consumption of many kinds of goods, especially Cotton and Wollen Mixtures, which, for the most part, were readibly saleable at a fair profit. On the supposition that this demand would not only continue, but probably increase, orders for more goods were sent home, which proved, however, to be far in excess of the requirements of the country.

The increase in the stock of French Mousselines consequent upon the excessive importation has been latterly a serious loss to importers.

SILK.—The export for 1873 shows 11,869 piculs 48 catties, valued at $7,050,656, against 10,252 piculs, valued at $7,158,500, exported in 1872. The year opened unfavourably for exporters, and prices gave way towards the end of February, the lowest point being reached in September, after which they rapidly advanced until in December the highest point was reached. Upon the whole, the year must be considered as highly unsatisfactory to silk importers. The alleged superiority of hand-reeled silk to that turned out by machinery is combated by the fact that the latter commands a far higher price in the Yokohama market than the former, and the large outlay that has been made on the establishment at Tomioka, where silk is reeled by machinery under foreign supervision, not to mention other establishments at Yedo and elsewhere, tends to confirm the success achieved over hand-reeling.

SILK-WORM EGG CARDS.—There were exported in 1873 1,409,537 cards valued at $3,032,360, against 1,280,525 cards valued at $1,920,787, exported in 1872. The valuation placed on the export for 1872 was too low, namely, $1.50 per card, and $2.40 would have been a fairer valuation, thus giving $3,073,260 as the value of the export for that year. The market opened later than in any previous year, the first purchases being made in the beginning of October. Although at first buyers were by no means prepared to pay the high prices asked by Japanese, still as it became known that the export would be restricted (owing to Government legislation in that direction) to about 1,250,000 to 1,300,000 cards, and as the season was very far advanced without any purchases having been effected, buyers were obliged to give in, and sellers obtained almost the prices asked.

One of the most notable features of the market was the great demand for cards from the district of Shimamura in Joshiu. This seed, it seems, is not so much affected by the changes of temperature, and hatches well even in unfavourable seasons when the more delicate kinds from Shinshiu and Oshiu have given poor results. The quantity of Shimamura cards available for export was only 30,000, and these were immediately bought up on arrival at $3.80 to $4.15 per card. Cards from Yonezawa were also much in request at $3.30 to $3.50.

TEA.—In 1873 there were 11,339,466 lbs. of tea, valued at $3,339,941, exported, against 11,663,333 lbs., valued at $3,061,625, in 1872. The prices for common Tea were $23 to $24 per picul, and for choice $42 to $45. The highest prices paid for new Teas in May 1873 at the commencement of the Tea season were $50 to $60 and $65 to $75 per picul respectively.

TOBACCO.—In 1873 807,157 piculs Tobacco, valued at $60,840, were imported, against 2,821 piculs, valued at $22,568, exported in 1872. Tobacco is now very generally grown throughout the country.

VEGETABLE AND BEES WAX.—The export of this from Kanagawa has never attained to any very high figure. The returns for 1873 show only—Vegetable Wax 150 piculs, valued at $1,820, Bees Wax 8 piculs and 25 catties, valued at $101.

HEMP.—Japan is known to produce hemp of the finest quality, but it has as yet found no market out of the country. It can only be laid down in England at so high a price as to effectually shut it out from competition with Manila hemp, the latter well answering all the purposes to which coarser hemp is applied—namely, cordage and sail cloth. Hempen cloths are freely used by the Japanese, and it is not improbable that before long machinery may be brought to bear upon this industry.

RICE.—The prohibition on the export of Rice has ceased to exist, its free export having been declared by Government order dated July 15, 1873. The Custom House Returns for the year give the export of rice as almost *nil*, one hundred and seventy-one piculs, but probably no notice has been taken of the export on Government account, and further, although the prohibition against the export has been withdrawn, there has been no inducement to ship. The Chamber of Commerce Returns place the export of 1873 at 215,984 piculs, valued at $347,832, and this export was confined entirely to the first six months of the year, and consisted probably of coast shipments. The returns for Hiogo and Osaka show an export of 154,432 piculs, valued at $520,678.74, shipped during the year 1873. Rice is largely grown within this Consulate district.

SHIPPING.—In 1873 87 vessels, with a tonnage of 75,176 tons, all with cargoes, entered the port, against 80 vessels, with a tonnage of 59,811 tons, in 1872. The increase in entries with cargo tonnage for the past year is 16,879 tons over 1872, but with numerically one ship less. The clearances in 1873 amounted to 36 vessels, with a tonnage of 31,419 tons, against 57 vessels, with a tonnage of 39,893 tons, in 1872. The total entries of British ships from and to other countries is, for 1873, 20 vessels, with a tonnage of 11,002 tons, and the total clearances 34 vessels, with a tonnage of 25,767 tons.

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Yokohama still labours under all the disadvantages attended on a comparatively open roadstead, and with few or no facilities for landing or shipping cargo, though the improvements recently made by the Japanese Government at the principal landing place should not be allowed to pass unnoticed. With regard to the purchasing power of money it may be mentioned that the cost of the daily necessaries of life in Yokohama is so high that Japanese find it cheaper to incur the expense of a journey by rail to Kanagawa and back buying their supplies in that town, than to purchase them in Yokohama. Looking to the position of the artizan and labourer in this district both may be considered as well to do. Little or no distress exists amongst the agricultural classes. Their wants are few and they are content to live on without seeking materially to improve their circumstances. There is no doubt that the rate of living in and about Yokohama for all classes of Japanese has increased to an unprecedented extent of late years. Ten years ago a Japanese officer of standing attached to any of the local Government offices here could live comfortably as a married man on twenty-two dollars a month. This would admit of his keeping a good table, dressing well, keep of servants, and a horse. The same mode of living cannot be indulged in now under seventy-five or eighty dollars a month. In 1860 a Japanese servant would cost his master, keep and wages included, about eighteen dollars per annum. The estimated cost now is twenty-five dollars.

Parliament.

HOUSE OF LORDS.

THE STRAITS SETTLEMENTS.

(July 6th.) Lord STANLEY of ALDERLEY, on rising to put a question to the Secretary for the Colonies on the subject of these Settlements, said the object of the motion he before made respecting the Malay Peninsula was to point out the risk of this country being insensibly led on to the conquest of the Malay Peninsula, and to elicit from Her Majesty's Government a declaration in opposition to such a course. He failed entirely, and, in consequence of having made some accessory matters too prominent, only succeeded in eliciting contradictions from the two Secretaries of State, repeated on a subsequent occasion, and sufficient to have silenced him till next Session, had he not been sure of the facts of which he had spoken. He had referred to the bad administration of the Straits Settlements incidentally only and to support his main argument, and not expecting that it would be denied. He made a mistake in twitting the noble earl (the Earl of Carnarvon) with the appointment of the late Governor, for it was unnecessary, as he mentioned at the same time to their lordships that the noble earl was not responsible for that Governor's acts, having quitted office shortly after his appointment. It was also unnecessary since he was as well aware as the noble earl (Carnarvon) that no motives of private friendship or favouritism had anything to do with that appointment. (Hear, hear.) The noble earl would perhaps, however, admit, if not to their lordships, at least within his own mind, that he had some provocation in consequence of his laudation of the affairs of the Straits when speaking of the Gold Coast; and subsequently the noble earl told their lordships he had never heard of any dissatisfaction with the Colonial-Office in the Straits. He thought the noble earl had shown by that statement that from the time he left the Colonial-Office until he returned to it this year he had not read any of the Straits newspapers. He must protest against the doctrine held by his noble friend (the Earl of Kimberley) that three years was too long ago to refer back; what political action or circumstances could he mention the origin of which did not date from a longer period than three years? He must also protest against the doctrine that, if the conduct of a Colonial Governor was called in question, it was the duty of all the Ministers under whom he had served to defend him *per fas aut nefas*, whether he was right or wrong. Such a doctrine would make public interest go to the wall, and a Governor who might have been reproved by the Minister in private would find himself upheld and approved by the Minister in public. If he was told that it was too late, only six months after an administration had ceased, to call it in question, he urged that had he done so while the Governor was in office he should have been told he was weakening his hands. Though he was prepared for a sharp reply from his noble friend opposite (the Earl of Carnarvon), since he had, perhaps, brought it on himself, he was not prepared for what fell from his noble friend (the Earl of Kimberley), against whom he had said nothing, and from whose despatches in the Salangore Blue-book he had read passages in support of his views; and it was only after the discussion was over he understood that his noble friend (the Earl of Kimberley) might have felt that he had been implying that he was in the case of "Judex damnatur cum nocens absolvitur." After what his noble friend had said he felt bound to ask for an inquiry into the administration of the Straits up to November, 1873, and in justice to the new Governor, Sir Andrew Clarke, there should be an inquiry into the system, so that the new Governor might start fair. But, perhaps he was wrong in asking for an inquiry as to the whole of the matters that might be thought to be fit subjects for one, since the Colonial-office might have and probably had already inquired into many of these matters; but what was wanted was that the Colonial-office should publish its own judgment on these matters, either by laying the correspondence before their lordships or by ordering the Straits Government to publish them, that the colonial public might know that the Colonial-office had been watchful over its interests. With regard to the question of presents, he would only observe that the defence offered by the noble earl (the Earl of Carnarvon) merely stated that which was stated in the letter to the *Straits Times*, which he himself had read to the House; and he did say that if the Government believed that letter to be a calumny they were bound to prosecute the *Straits Times* and to clear the late Governor completely, in which case he should be anxious to express to him his regret at having brought that letter before their lordships. He would go further, and say that if the late Governor would tell him in black and white that neither directly nor indirectly had he taken any other presents than those arms referred to by the Secretary of State, he should be willing to express to Sir Harry Ord his regret for having given him a moment's pain. He could not help feeling that Sir Harry was indebted to him for having given him the opportunity of meeting a charge made in the Singapore papers months before he left the colony, and which it did not appear he had ever denied or noticed. He now came to another matter. In a letter signed "Economist," which appeared in the *Straits Times* in 1870, this statement was made:—

"Was not the office of Assistant Colonial Secretary created by the recommendation of Sir H. Ord? Did not Sir H. Ord put into it his own private secretary, Mr. Plow, already the holder of two offices, to keep the place warm for the gentleman appointed by the Secretary of State? Did he not authorise Mr. Plow to draw the full pay of the new office (£600 to £800 a year, I believe) in addition to his own two full pays? Did he not even authorise him to receive it after Mr. Irving had been appointed to the office at home and was entitled to half the salary? Lastly, was not the office a perfect sinecure all last year, and did not Mr. Plow resign it because the present Colonial Secretary, Captain Shaw, insisted on his doing some work, or at least attending for some time at the office? If these questions cannot be answered in the negative, one or more has still to be asked. Is it to the 'Colonial system,' or to Lord Granville, or to Sir H. Ord, that this happy disposal of the Colonial funds is to be attributed?"

The Colonial-office did take action in this matter by redressing this financial irregularity, and it might be fairly assumed that it blamed the Governor and conveyed its approval to the treasurer, who had been upright and had upheld the rules and regulations of the service. He challenged the Colonial-office to produce this correspondence, and he challenged his noble friend (the Earl of Kimberley) to ask for its production, that their lordships might judge whether he was justified in stating that the Governor had always acted with perfect fidelity. He must remind their lordships that the Straits Settlements under the India-office had been perfectly peaceful, but that shortly after the transfer to the Colonial-office every portion of the community was in arms against the Governor, the London merchants connected with the Straits were driven to found an association to oppose a course of what was described as reckless and selfish expenditure, for a colony that had a revenue of less than £300,000 saw in three years some £50,000 spent in building a palace for the Governor, and some £60,000 more for buying and keeping up steamers. The complaint also was generally made that these steamers were not used for public purposes, but that they served too much the purposes of pleasure yachts, and the item of "travelling expenses" in the Colonial Budget was one which required the attention of the Colonial-office. But it was not merely the large sums thus taken from the public purse for private purposes which attracted attention and excited universal reprobation, there was the manner in which it was done. The Legislative Council was first told that the amount for the Government-house was not to exceed £22,000. This was soon exceeded by some £5,000 or £6,000. Then a further sum of £9,000 was obtained on a misrepresentation of what was already voted. He believed that not only the colony, but the Colonial-office was misled on this point. Then the French system of *virements*, invented by M. Janvier de la Motte was resorted to, so that money voted for a different purpose was applied to the Government-house. So as regards steamers —representing to the Legislative Council that the cost of a steamer and steam launch would not exceed £16,000 or £17,000, Sir H. Ord got a vote passed authorising him to buy those vessels. The vote made no mention of the limit; a copy of it was sent home to the Colonial-office, and they ordered a vessel which was to cost £23,000 at home, and perhaps £2,000 more to send her to the colony. Fortunately the Straits Association interfered, and the Colonial-office prevented the construction of the vessel and sent out a cheaper one. But what was his noble friend's (the Earl of Kimberley) opinion of the pecuniary administration of this public servant, whom he proclaimed the other day as faithful. In a despatch of August 15, 1871, he said:—

"The expenditure of the Colony does not appear to me so satisfactory. I have noticed in the two last quarterly returns, as well as in the details of the Supplementary Estimates of previous years, that the Estimates are not drawn with as much care as is desirable; and that while in ordinary services there has been a constant and considerable increase, no great work of public importance, with the exception of the Government-house at Singapore, has been yet undertaken. It should be borne in mind by the officers of your Government that a prosperous revenue furnishes no reason for lax or injudicious expenditure, and that those Colonial Governments which have presumed on a temporary surplus have in many cases been severely inconvenienced when unexpected circumstances called for summary retrenchment. In such cases, the first to suffer and to complain have been the officers of the Civil Administration, through the laxity of which disorder has arisen."

There is another matter which should become the subject of inquiry, and that was the opium farming. The late Governor renewed the opium farm for three years, though the lease had not expired, instead of leaving this to be done by his successor. He desired also to request the noble earl the Secretary for the Colonies to turn his attention generally to the subject of opium farming by the British Government, as opium in the Straits and in Hong Kong required restriction and regulation still more than liquor in England; and the conduct of the British Government in this respect had been very severely commented upon by French writers. Now, in all that he had said he had merely repeated what had been matter of public fame for a long time in the colony and among colonial men at home, and he trusted that he should not be met again by remonstrances against making charges and raking up old stories. In his opinion, those who would screen the late administration of the Straits from a thorough investigation, or who would refuse to produce the correspondence and papers which could throw light upon it, merely pleaded guilty for it. To say they would have no inquiry meant that the late Straits Administration was unable to

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face one. It was too late now meant that after six months' retirement a Governor might plead the Statute of Limitations. If that was the answer he was to receive it would be a significant one, and he should be quite satisfied that the complaints as to the state of things which exasperated the Straits Settlements for the last six years were not imaginary, but only too well founded. He now came to a complaint which was one which specially required inquiry into, and the result of the inquiry should be laid before their lordships. He referred to the flogging of Chinese rioters. This flogging was quite unnecessary; it was contrary to public policy to establish severer punishments for one class of Her Majesty's subjects than for another. While we objected to certain Chinese punishments as barbarous, we ought not to set such a bad example to the Chinese. If the Government set the example of flogging, it was no wonder that the planters should follow it, and that recently two planters should have received three months' and four months' imprisonment only, for flogging a coolie to death. The *Straits Times* also had urged against flogging rioters that often the wrong man would be flogged. The Chinese guilds were not, as was stated the other evening by the Secretary of State (the Earl of Carnarvon), secret societies; but no accusation of secrecy ought to have weight against these Chinese guilds in this country, where so many Englishmen belonged to a secret society—that of the Freemasons—without that fact being thought blamable by those who belonged to that body. Colonel Cavanagh did him the honour to ask his opinion, many years ago, about these, and he recommended him to give an official position to their head men and make them responsible for keeping the peace. He learnt later that this had long been the practice in the Philippine Islands and in Java, where it had met with complete success. The flogging in the Straits Settlements had consisted of legal and illegal flogging. A law was passed in the Straits to sanction flogging of Chinese rioters, and it was a pleasure to him to be able to state that his noble friend (Earl Granville) refused his sanction to it. After that, flogging took place, he believed, illegally. Later, a law for flogging was again passed, and he did not know whether it received the sanction of his noble friend (the Earl of Kimberley) or not. If he did not sanction it, then all the flogging which undoubtedly occurred was illegal and required inquiring into. If he did sanction it it would be for him to explain the grounds on which he sanctioned it after his predecessor had refused to do so, and it must be remembered that no change had occurred in the circumstances of Singapore. Their lordships would probably be inclined to prefer the course taken by the late Secretary for Foreign Affairs to that taken by the late Secretary for the Colonies. It would be necessary for the Colonial-office now to inquire into this matter, and consider whether it could continue to give its sanction to such a law, and could justify it. Another law, authorising the summary expulsion of Chinese from the Straits, was also passed, and gave rise to much dissatisfaction at the time, and required inquiry in order that the Government might decide whether it should continue to sanction or should abrogate it. The noble lord concluded by asking the Secretary of State for the Colonies whether he was instituting, or was about to institute, an inquiry into the state of the administration of the Straits Settlements previous to November, 1873.

The Earl of KIMBERLEY said that as his noble friend had referred to several matters which occurred when he was at the Colonial-office, he thought it would be well if he made a few observations before his noble friend the Secretary for the Colonies rose to reply. His noble friend who had just addressed the House somewhat misunderstood him the other evening when he understood him to say that they could not go into the transactions to which his noble friend had called attention because they occurred three years ago. What he said on the occasion was that the correspondence relating to those transactions was presented three years ago, and that he thought, therefore, his noble friend might have challenged the conduct of the Straits Government at an earlier period than the present. Again, his noble friend seemed to have understood him as holding that Sir Harry Ord had never made any mistakes. He had not taken up any such position. He thought his noble friend had attacked Sir Harry Ord rather unfairly, but so far from saying that he had made no mistakes, he said he had failed on some occasions, though, on the whole, he had done good service. It was of but few governors of colonies it could be said they had made no mistakes. His noble friend had referred to the case of the double appointment in which Mr. Plow was drawing the pay of Colonial Secretary when he ought not to have been doing so. When the matter came under his own notice as Secretary for the Colonies it at once appeared to him that there was not the least doubt about the matter, and, believing that Mr. Plow was not entitled to draw that pay, he ordered an inquiry into the matter, and, as the result of that inquiry, he directed that the money so drawn should be refunded. Then, as regarded the finances, in a despatch which he sent out to Singapore he called attention to the fact that the management of the finances was not satisfactory. The matter was considered and discussed at Singapore and in the Colonial-office, and in certain respects improvements were effected at Singapore. Then came the question of flogging. In a Peace Preservation Act sent over here for approval it was proposed that the punishment of flogging might be inflicted for illegally carrying arms. Lord Granville objected to that, but subsequently another code was prepared, and in it that punishment was proposed for certain offences. He was not enamoured of the punishment of flogging. He thought we should be very cautious in giving it our sanction, and that it should be inflicted only in cases of great brutality. It was inflicted only in such cases under the general code to which he had just alluded, but it was proposed that it should also be inflicted in the case of rioting, but only under peculiar circumstances. The Peace Preservation Act of the Settlement provided that in certain cases of rioting the magistrates might by proclamation acquire larger powers of dealing with the rioters. When at the Colonial-office he came to the conclusion that in these very serious cases, and after the place had been put under proclamation, flogging might be inflicted on the rioters. The Chinese guilds were a source of considerable embarrassment to the Government. Those societies did not quarrel with the Government, but they quarrelled with one another, and in these conflicts lives had sometimes been sacrificed in Singapore. The Governor had informed him that in these serious cases flogging was approved by the whole of the European population, and he thought he had informed him that it was approved by the Chinese residents also. If his noble friend the Secretary for the Colonies saw no objection to producing the correspondence referring to those several matters, he for his own part should be glad of its production, but if it were produced he should not think his noble friend would be able to lay grounds for an inquiry, now that Sir Harry Ord no longer held office, and that the Governor was Sir Andrew Clarke, than whom there was no abler servant of the Crown. (Hear, hear.)

The Earl of CARNARVON must demur to the remarks made by the noble lord at the outset of his speech as to his not having made a sufficient study of the Colonial newspapers. Having regard to the number of our Colonies and the number of newspapers published in them, it would be impossible for anyone to find time to read them all. The noble lord had spoken of the expenditure under Sir Harry Ord, and had referred to the Government House. It was true that Sir Harry Ord did lay his plans for that House on a larger scale than the circumstances of the colony warranted, but he was blamed for that by his noble friend (the Earl of Kimberley), and also for allowing the building of that house to take precedence of every other work of building. It must, however, be borne in mind that the expenditure for Government-house was sanctioned by the unofficial members of the Governor's Council, and it must also be remembered that he left the colony with a surplus. The case of the steamers was this:—When the Straits Settlements were handed over, the steamers previously in use were worn out. Sir Harry Ord, with the consent of his Council, made a requisition for a steamer to cost £16,000; but by additional fittings the price was brought up to £23,000. He was directed to strike that sum out of the Estimates, and a steamer which cost less than £16,000 was sent out. The noble lord spoke of the transfer of unexpended balances from one head of expenditure to another. It was true that the practice was not restricted as much as it ought to have been at Singapore. He did not like the system, but it was not peculiar to the Straits Settlements. It prevailed in this country till within a few years ago, and, subject to a Minute in Council, it still existed in Australia. As to the case of Mr. Plow, had Sir H. Ord attended to the Colonial rules he would have known that such appointments, if not actually prohibited, were discountenanced by those rules; but as his noble friend (the Earl of Kimberley) had explained, the disapprobation of the Colonial-office was expressed in that case. With respect to flogging, the offences for which the Penal Code of the Straits Settlements provided flogging were analogous in their character to those for which flogging was inflicted in this country. The question of that penalty in those cases had been very fully considered in the colony, and certainly he was not prepared to advise any alteration in the law. The Peace Preservation Act provided flogging for rioting with deadly weapons. It could only be inflicted in cases of rioting after proclamation, and the number of lashes was specified. Although flogging might be repugnant to our notions, it might be said to be almost indigenous to Eastern nations, and he would not undertake to recommend its immediate abolition in those rioting cases. There had been no petition or remonstrance on the subject, and he had not heard any abuse alleged until the noble lord stated that two coolies had been flogged to death, and that the person who inflicted the flogging had received only four months' imprisonment. He should like to have further particulars, if the noble lord could furnish them, for there was no account of the case at the Colonial-office. The inquiry which the noble lord now asked for would be almost without precedent. It could be justified only by a conviction on the part of the Colonial Secretary that serious abuses had occurred. (Hear, hear.) He did not think such abuses had occurred, and, therefore, he could not hold out to the noble lord the slightest expectation that an inquiry be instituted. (Hear, hear.) The case was one of a Crown Colony. There had been mistakes; his noble friend the late Secretary for the Colonies had expressed his opinion on those mistakes, and that in a very unsparing manner; but it would be very unjust to Sir Harry Ord if the Government gave any grounds for the belief that they thought an inquiry into his conduct was necessary. No petition or memorial asking for such an inquiry had been addressed to the Crown, and in his opinion not the slightest case had been made out for it. During Sir Harry Ord's Governorship the expenditure of the colony never reached its income; no new tax was imposed; the value of land increased largely; the trade of the settlement increased 27 per cent.; the increase of shipping entered was to the extent of 40 per cent., and that of shipping cleared to the extent of forty-five, and when revenue and expenditure were taken—though it was difficult to make an exact comparison in consequence of the transfer of various items—the result was that a colony which commenced its career without a balance had a credit at the commencement of the present year of nearly $700,000. (Hear, hear.) Before producing the despatches referred to by his noble friend (the Earl of Kimberley) it would be necessary to look through them; but, as far as the Colonial-office was concerned, there was no objection to their production.

Lord STANLEY of ALDERLEY having expressed himself satisfied with the result of the discussion, the subject dropped.

HOUSE OF COMMONS.

AN UNSEAWORTHY SHIP.

(6th.) Mr. BATES asked the hon. member for Pembroke whether he could now give the name of the ship, with her net register tonnage, that was about to sail for China, whose uppermost deck was several inches amidships below the water.—Mr. REED said he had taken pains to trace the name of the vessel, and having ascertained it he had communicated it to his hon. friend the member for Hull some days ago. He had no personal information as to her tonnage, but he had learnt

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from his hon. friend that she was only about 100 tons gross register, and loaded with fuel. That she was about to proceed for China, and was in the condition that he had described, he had no doubt.—Mr. BATES asked for the name and the net register of the vessel.—Mr. REED explained that it was only his desire to avoid embroiling himself with the owners that had made him hesitate to give the steamer's name.

THE ATCHIN WAR.

(6th.) Mr. B. DENISON asked the Under-Secretary of State for Foreign Affairs whether he would lay upon the table of the House a copy of the correspondence received from the Governor of Singapore as to the war between the Dutch and the Sultan of Atchin, and of correspondence with the Government of the Hague relative thereto; and if it was the intention of Her Majesty's Government to offer their mediation, with a view to terminate the war.

Mr. BOURKE: I learn from the Colonial-office that there has been no correspondence received from the Governor of Singapore which could usefully be communicated to the House. No correspondence has passed with the Government of the Hague. No application for good offices having been received from either side, the question of mediation has not been entertained.

NOTICES BY MR. DENISON.

Address for Copy of Report as to capture of the German vessels *Marie Louise* and *Gazelle*, &c.

Address for Copy of the Correspondence as to Chinese cruisers who intercept trading vessels to and from Hong Kong.

Monetary and Commercial.

The continuance of a fair amount of activity in the Liverpool Cotton Market has steadied the tone of the Manchester market, but buyers have shown little inclination to follow the full, and in some cases higher prices asked by producers, and the business transacted has therefore been of a restricted character. At the close a steady feeling prevails, and the full prices of last week are held for, though the enquiry is only of a moderate nature. Private telegrams show the stock of Shirtings in Shanghai to have increased by 300,000 pieces during the past month, bringing it again to almost a million and a half of pieces.

A company has been formed, styled the Burma Agricultural, to acquire and cultivate land in British Burma. The directors include Messrs. Robert and Murray Gladstone, of Liverpool, merchants, Mr. Ogilvy, of London, merchant. We are glad to see that the labour of Captain Sprye to keep Burma to the front during the past fifteen years is beginning to tell.

The list of applications for shares in the Malayan Peninsula (East India) Tin Mining Company, Limited, was closed on Saturday last for London, and will close on Wednesday the 15th inst. for the country, and on Saturday the 18th inst. for the Continent.

The report of the Eastern Telegraph Company for the six months ending the 31st March last has been issued. The available balance amounts to £164,192 16s. 3d. Interim dividends of 4 per cent. have already been distributed to the quarter ending 31st December last, and the directors now recommend a division of 4s. per share, making, with the three previous payments, a total dividend for the year at the rate of 6 per cent. The sum of £38,993 12s. 3d. is carried forward to the reserve fund, which is now raised to £121,838 8s. 4d. Further important additions to the traffic of the company have been secured by the successful laying of the cables of the Brazilian Submarine Telegraph Company; and by the opening of the Black Sea Telegraph Company's line, which connects Odessa and Constantinople with Egypt and India by the company's system. A considerable amount of traffic is already passing over the new lines.

The directors of the London and Westminster Bank announce a dividend of 10 per cent. for the half-year ending 30th June on the paid up-capital of £2,000,000. The rest or surplus fund will then amount to about £1,045,000. The distribution at the corresponding period of last year was at the same rate.

The directors of the City Bank declare a dividend at the rate of 10 per cent. per annum, carrying forward as undivided profit £3,500. The distribution at the corresponding period of 1873 was at the same rate.

In the report of the Central Bank of London a dividend is recommended at the rate of 8 per cent. per annum. The sum of £1,500 is to be added to the reserve fund, and £3,797 carried forward.

The dividend declared at the meeting of the Union Bank of London on the 8th inst. was at the usual rate of 15 per cent. per annum, with a bonus of 2½ per cent. upon the paid up capital, making together 10 per cent. for the past half-year, and, with the dividend and bonus paid in January last, 20 per cent. for the financial year. The amount to be carried forward to profit and loss new account is £218,800. At the corresponding period of last year the distribution was at the same rate, with £16,563 carried forward.

The directors of the London Joint-Stock Bank have resolved to declare, at the half-yearly general meeting, to be held on the 16th inst., a dividend of 15 per cent. per annum, and, in addition, a bonus of 7s. 6d. per share, together £1 10s. per share, or 20 per cent. per annum, carrying forward the sum of £19,000. The sum carried forward at the corresponding period of last year was £19,800, and the same rate of dividend was then paid.

At the meeting of the Consolidated Bank the directors will recommend a dividend at the rate of 10 per cent. per annum, that £3,500 be added to reserve fund, and that the balance of £5,792 6s. 10d. be carried forward to next account.

The directors of the Alliance Bank (Limited) recommend a dividend for the past half-year at the rate of £8 per cent. per annum, and that £7,500 be added to the reserve fund, carrying forward about £13,500. At the corresponding period of last year the distribution was at the rate of 7 per cent.

The half-yearly report of the Metropolitan Bank recommends a dividend for the half-year ending 30th of June at the rate of 8 per cent. per annum.

It is announced by the United Discount Corporation that the accounts for the past half-year leave an available balance of £11,800 13s. 2d., and the directors propose a dividend of 4s. 2d. per share, being at the rate of 7 per cent. per annum, carrying forward £1,383.

The directors of the National Discount Company, propose a dividend at the rate of 16 per cent. per annum. At the corresponding period of last year the distribution was at the rate of 14 per cent.

The report of the Standard Discount Company (Limited) recommends the payment of a dividend at the rate of 12 per cent per annum, leaving £5,637 to be carried forward.

The Jorehaut Tea Company (Limited) have declared a further dividend, from the profits of 1873, of 13 per cent., making, with the interim dividend, 20 per cent., and leaving about 7 per cent to be hereafter appropriated. At the corresponding period of 1873 the distribution was 12½ per cent., making 19 per cent. for the year.

The report of the Ouvah Coffee Company for the year ending the 30th May last shows a total profit of £26,491. A dividend is recommended of £1 per share, making, with the interim distribution in January of 10s. per share, 15 per cent. for the year.

The balance-sheet and statement of accounts presented at the meeting of the Netherlands-India Trading Bank will be found in our advertising columns.

A first return of 10s. per share is announced by the liquidators of the Bank of Hindustan, China, and Japan, payable on the 8th inst., or on any Monday, Wednesday, or Friday, in any subsequent week during July and August.

Messrs. Ker, Bolton, and Co., of Castle-street, Liverpool, give notice that they have closed their office, and that their business will henceforth be carried on at East India Avenue, London. Their Liverpool business will be attended to by Mr. William Laidlaw, at India Buildings, Water-street.

Mr. William Christian, formerly partner of Messrs. Peel, Cassels, and Co., of Bombay, has joined the Board of the Chartered Bank of India, Australia, and China.

The market for Bar Silver has been very inactive, and the nearest quotation is 58½d. There is no demand for the East. A large amount of Mexican Dollars has been disposed of at 57¼d. per ounce. The market has since given way, and the recent arrival from New Orleans has only realised 57 1-16d. per oz., with a very limited inquiry.

A limited amount of Mexican dollars, brought by the State of Louisiana, has since been sold at 57 1-16d. per ounce, showing a decline of 3-16d. from the price realised last week. Bar Silver is steady, at 58½d. per ounce.

THE BOARD OF TRADE RETURNS.

The Board of Trade Returns for June exhibit rather more favourable features than those of the previous five or six months The declared value of our exportations in the month has been £19,367,613, against £19,460,083 in June, 1873—a diminution of only ½ per cent. Compared, however, with the corresponding month in 1872, the decline is 4¼ per cent. In textile fabrics, cotton manufactures figure for an advance of 12 per cent.; linen piece-goods of 7¼ per cent.; jute manufactures of 12½ per cent.; and silk manufactures of 40 per cent.; while woollen and worsted manufactures have decreased 3 per cent. The total value of our exportations for the six months ended the 30th June has been £117,831,214, against £125,786,557 in the corresponding period in 1873, a reduction of 6¼ per cent. The total value of foreign and colonial produce imported into the United Kingdom for the month was £34,124,424, against £30,242,119 in the corresponding month of 1873, and £29,824,663 in 1872. For the six months the receipts were—in 1872, £175,537,851; 1873, £181,922,824; and 1874, £186,585,813.

The following is an extract from these Returns of the figures which refer to our Export trade with China and the Far East:—

COTTON YARN.

To		For the Month ended 30th June. 1872.	1873.	1874.
China and Hong Kong	lbs.	734,900 ...	1,143,500 ...	1,249,400
Japan...	„	1,866,400 ...	714,800 ...	20,000
Straits Settlements ...	„	181,500 ...	211,300 ...	197,300
Ceylon	„	3,500 ...	4,400 ...	32,700

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For the Six Months ended 30th June.

China and Hong Kong	lbs.	4,223,430	5,288,060	7,328,300
Japan...	„	4,860,260	4,021,910	3,039,900
Straits Settlements ...	„	789,510	1,145,110	1,256,560
Ceylon	„	44,350	100,700	176,000

COTTON MANUFACTURES.

To		For the Month ended 30th June. 1872.	1873.	1874.
China and Hong Kong	yds.	35,880,800	23,564,000	21,745,800
Japan...	„	3,381,700	1,998,500	595,400
Philippine Islands ...	„	1,754,660	683,700	827,100
Java	„	2,953,400	1,550,000	2,250,000
Straits Settlements ...	„	6,935,900	6,475,700	10,028,300
Ceylon	„	2,245,900	1,944,400	3,825,200
		For the Six Months ended 30th June.		
China and Hong Kong	yds.	211,425,800	190,705,700	223,019,040
Japan...	„	11,749,800	11,962,547	11,808,300
Philippine Islands ...	„	7,933,860	4,451,340	5,551,440
Java	„	13,455,600	9,822,250	17,707,100
Straits Settlements ...	„	44,211,000	36,415,600	62,164,200
Ceylon	„	17,228,800	16,484,300	20,695,700

WORSTED STUFFS.

To		For the Month ended 30th June. 1872.	1873.	1874.
China and Hong Kong	yds.	1,389,450	1,589,780	1,080,170
Japan...	„	228,540	319,780	18,140
		For the Six Months ended 30th June.		
China and Hong Kong	yds.	7,196,890	8,793,750	6,189,800
Japan...	„	1,171,140	1,283,630	606,980

WOOLLEN AND WORSTED CLOTHS.

To		For the Month ended 30th June. 1872.	1873.	1874.
China and Hong Kong	yds.	146,237	150,510	84,570
Japan...	„	149,880	120,010	11,420
To		For the Six Months ended 30th June.		
China and Hong Kong	yds.	1,032,967	1,152,190	439,960
Japan...	„	372,720	515,210	29,420

LEAD TO CHINA AND HONG KONG.

For the month ...	tons	438	217	696
For the six months	„	6,447	1,248	5,669

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
July 6	Louisa	Back	Rangoon	London
Jun.28	Maria Rickmers	—	Do.	Bremerhaven
July 6	Omba	Thompson	Manila	London
9	Tynemouth Castle (s.)	Wood	Rangoon	Liverpool
3	Margarita	Chester	Samarang	Clyde
Jun.30	Signe	—	Batavia	Copenhagen
	Argo	Humble	Singapore	Boston
July 4	Jupiter T	Kreglich	Bassein	Falmouth
3	Aline	Mehlhose	Saigon, for Hamburg	Do.
3	Hansa	Oest	Do.	Hamburg
1	Eliza Kenny	Pitman	Rangoon	Bremerhaven
2	Louise Marguerite	Crois	Bangkok	Marseilles
4	Gryfe	Roberts	Saigon	Falmouth
6	Stavanger	Tonning	Akyab	Do.
5	Dunloe	Bu ns	Do.	Liverpool
2	Lasker	Rabe	Do.	Bremerhaven
3	G. F. Haendel	Sanders	Do.	Do
	Malay	Clough	Hong Kong	San Francisco
6	Emiliano (s.)	Larrinaga	Manila and Singapore	Liverpool
7	Theophane	Follett	Rangoon	Do.
4	Canton	Denecken	China	Hamburg
6	Sorelle Capurro	Muzzio	Rangoon	Bremerhaven
	Harwich	Dickson	Singapore	Boston
7	Stockbridge	Laing	Rangoon	Liverpool
8	Carl Ritter	Larsen	Saigon	Falmouth
8	Carlisle	Sheepcott	Maulmain	Do.
8	Ystavat	Blohm	Akyab	Do.
8	Messenger	Perkins	Bassein	Do.
8	White Star	—	Rangoon	Liverpool
	Malay	Clough	Hong Kong	San Francisco
8	Boassio Mylenna	McCulloch	Rangoon	Queenstown
8	Kingsbridge	Symonds	Manila	New York

See Shipping Postscript and Correspondents' Letters.

DEPARTURES.

Date.	Ship.	Captain.	For	From
July 4	Lake Leman	Clark	Singapore	London
7	Carnarvonshire	Dancaster	Yokohama and Hiogo	Do.
6	John Tennant (s.)	Steiger	Colombo, &c.	Do.
1	St. Pierre	—	Galle	Cardiff
2	Guiseppina N	Nossardi	Singapore	Do.
2	Caspar	Davies	Yokohama	Swansea
1	La Plata	Ruter	Hiogo	Hamburg
5	Madura (s.)	Ordman	Batavia	Southampton
5	Marathon	Jones	Galle	Newport
4	Olive	Pile	Singapore	Sunderland
	Maria Adolfina	Bakker	Atchin	Shields
6	Trinidad	Gent	Java	Cardiff
6	Joseph Haydn	—	Singapore	Newcastle
8	Ironside	Spicer	Cardiff and Singapore	London
7	Adam Sedgwick	Stamor	Colombo	Cardiff
7	Ligure	—	Galle	Milford
Jun. 5	Zingra	Williams	Batavia	Buenos Ayres

VESSELS PASSED SUEZ CANAL.

Date	Steamer.	From	For
July 8	Galley of Lorne	London	China
6	Princess Amalia	Rotterdam	Java
3	Dahlia	Java	Rotterdam
3	Agamemnon	Hankow	London
2	Glenartney	Do.	Do.
5	Glenfalloch	Do.	Do.
...	Patroclus	Liverpool	Singp., China, &c.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Paris. For Penang, Singapore, Yokohama, and Hiogo: Muriel. For Colombo, &c.: Navarino, Sultan, Viceroy.

SAILING VESSELS.—For Yokohama and Hiogo: Penrith, Black Prince, Evelyn. For Shanghai: Velocity, Omba. For Hong Kong: Windhover, Invincible, Tamesa. For Penang: Glenisla. For Singapore: Celaena. For Colombo: Letty Gales, Scawfell. For Batavia and Sourabaya: Eme.

At LIVERPOOL.—For Yokohama and Hiogo: Montego. For Penang, Singapore, Hong Kong, and Shanghai: Diomed (str.), Antenor (str.). For Singapore: Cutwater, Nola. For Singapore and Manila: Emiliano (str.). For Ceylon, &c.: Alexandra. For Batavia and Sourabaya: Yanikale. For Galle: Affezione Secundo.

At GLASGOW.—For Singapore: Sumerset (str.), Brisbane (str.). For Manila and Ilo Ilo: Saleta.

SPOKEN.

R. D. M. H. (Irish barq.), Cardiff to Singapore, May 9, 4 S., 32 W.
ANNA DOROTHEA, Hong Kong to New York, May 30, 24 S., 2 E.
OLEANDER, Colombo to London, June 25, 24 N., 39 W.
CHEVIOT, Penang to London, June 9, 17 S., 4 W.
QUEEN, Batavia to Channel, June 9, 19 S., 3 W.
ANTON GUNTHER, Saigon to Falmouth, May 15, 35 S., 28 E.
CRESSWELL, Colombo to London, May 24, 33 S., 14 E.
ARABY MAID, Japan to Falmouth, June 12, off St. Helena.
DORDRECHT II., Rotterdam to Batavia, June 20, in soundings.
JEDO, Rotterdam to Sourabaya, July 30, off St. Alban's Head.
DIANA, Batavia to Falmouth, June 7, 8 N., 20 W.
CHATTANOOGA (barq.), New York to Japan, May 25, 8 N., 29 W.
GLENGYLE (str.), London to Singapore, June 24, 270 miles E. of Malta.
WESTERN CHIEF, for Singapore, June 26, 21 N., 23 W.
EUGENIE, Java to Falmouth, May 2, 26 S., 54 E.
COUNTY OF STIRLING, Java to Amsterdam, May 31, 14 S., 9 W.
W.H.P.F. (English ship), London to Shanghai, June 7, 3 S., 28 W.
JOHANNA AND MARGARETHA, Cardiff to Singapore, May 29, 2 S., 30 W.

FREIGHTS AND CHARTERS.

There is not much animation in the freight market, and rates rule as quoted below. Coal freights are somewhat easier.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. weight, 60s. meast. To Hiogo: 75s. weight, 70s. meast. To Nagasaki: 70s. weight or meast. To Shanghai: 50s. weight, 40s. meast. To Hong Kong: 50s. weight, 40s. meast. To Singapore and Penang: 50s. weight, 45s. meast. To Colombo: 45s. weight or meast. To Foochow: 85s. meast. To Chefoo: 90s. meast. To Manila: 85s. weight or meast. To Java Ports: 85s. weight, 80s. meast. No direct steamer on the berth.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 35s. meast. To Hiogo: 40s. weight or meast. To Hong Kong: 35s. weight, 22s. 6d. meast. To Singapore: 25s. weight or meast. To Penang: 30s. weight or meast. To Colombo: 25s. weight or meast. To Batavia and Sourabaya: 30s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Singapore: £32, f.c. To Penang: £31, f.c. To Batavia, per ton: 27s. 6d.

From Newport, Cardiff, or Swansea, per ton.—To Hong Kong: (small) 32s. To Singapore: 25s. To Galle: 23s. To Manila: 26s.

From Birkenhead, per ton.—To Hong Kong: 25s.

CASUALTIES.

Advices from Cape Town, June 10, received at Amsterdam July 7, state that the cargo of the Tromp, Hockstra, from Amsterdam to Batavia, which put into Simon's Bay leaky, had been discharged from the 'tween deck, and the leak had taken up; the repairs were being proceeded with; the cargo was not so much damaged as was at first supposed.

NOTICE TO MARINERS.

Japan—Nipon, South Coast.—Revolving Light on Omae Saki.—The Japanese Government has given notice, that from the 1st May, 1874, a light would be exhibited from a lighthouse recently erected on Cape Omae Saki, west point of the entrance of Suruga Gulf. The light is a *revolving white* light, attaining its greatest brilliancy *every thirty seconds*, visible when bearing from E. by S. ½ S., through east, north, and west to S.W., elevated 172 feet above the level of the sea, and in clear weather should be seen from a distance of 19 miles. The illuminating apparatus is dioptric, or by lenses of the first order. The lighthouse, 57 feet high, is situated on the sand hill at the south part of the Cape, and is painted white. Position, by chart, lat. 34 deg. 36 min. N., long. 138 deg. 14 min. 20 sec. E. From the lighthouse Lady Inglis rocks bear E. ⅝ S. distant 4 miles. [All bearings are magnetic. Variation 3¾ deg. Westerly in 1874.]—*Hydrographic Office, Admiralty, June,* 1874.

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NETHERLANDS-INDIA COMMERCIAL BANK, AMSTERDAM.

ESTABLISHED IN 1863.

PAID-UP CAPITAL, F.6,000,000.

BOARD OF DIRECTORS.

G. J. DE CLERCQ, Esq.
A. R. J. CRAMERUS, Esq.
A. J. WALEN, Esq., *Assistant Manager.*

AGENCIES.

I. J. VAN SANTEN, Esq., *Manager at* BATAVIA.
A. E. PALAIRET HOOGLANDT, Esq., *Agent at* BATAVIA.
M. BOCK, Esq., *Agent at* SOURABAYA.

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INDIA BOARD OF CONTROL.

H. KLEIN, Esq., D.C.L.
ALEX. FRASER, Esq.
G. H. L. VAN OORDT, Esq.
} Residing in Batavia.

BALANCE-SHEET, 31st December, 1873.

DR.		CR.	
Shares, not issued	f.6,000,000.00	Capital	f.12,000,000.00
Head Agency at Batavia	3,920,461.41	Acceptances	8,325,089.88½
Premises and furniture	38,200.00	Sundry creditors	741,790.69
Bills receivable and cash	3,177,531.98½	Deposits	668,841.86
Sundry debtors	1,356,405.14	Government duty on dividend f.420,000	10,752.00
Merchandise	1,378,884.82½	Dividends not yet claimed	1,000.53
Shares in Indian companies	184,937.00	Reserve Fund	55,031.39½
Advances on securities	6,165,791.43	Profit and Loss Account	473,486.21
Invested Reserve Fund	53,780.78	DISTRIBUTION OF NETT PROFIT.	
		Dividend to Shareholders f.17.50 per share (7 per cent.) f.420,000.00	
		Remuneration to sundries 34,697.24	
		Amount to be transferred to Reserve Fund 17,348.62	
		Balance to New Account 1,440.35	
		f.473,486.21	
	f.22,275,992.57		f.22,275,992.57

PROFIT AND LOSS ACCOUNT.

Amount written off premises and furniture account	f.1,815.90	Balance from last account	f.1,871.21
Salaries, Government duty, &c.	55,723.34	Interest and commission accounts	251,806.60
Probable loss on goods unsold	176,782.94	Exchange account	19,836.22
Balance	473,486.21	Shares	26,046.34
		Doubtful claims recovered	1,009.30
		Balance of India Profit and Loss Account	407,238.72
	f.707,808.39		f.707,808.39

Amsterdam, 22nd May, 1874.
The Board of Directors,
G. J. DE CLERCQ.
A. R. J. CRAMERUS.

Verified by the Board of Control.
J. MARTENS, *Chairman.*

Adopted at the General Meeting of Shareholders,
Amsterdam, 24th June, 1874.
J. MARTENS, *Chairman.*

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DRUGS, CHEMICALS, &c.,

WHOLESALE AND FOR EXPORTATION.

DRUGS, &c., guaranteed genuine as imported, and PHARMACEUTICAL PREPARATIONS made in strict accordance with the Pharmacopœia.

All Orders accompanied by Drafts, or sent through Merchants, attended to promptly, and executed upon the best terms.

BAISS BROTHERS & CO.,

DRUG MERCHANTS, &c., GOVERNMENT CONTRACTORS FOR CHEMICALS, &c.,

102 LEADENHALL STREET, LONDON, E.C.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.

Threadneedle-street, London, 1874.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.

HEAD OFFICE—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street, E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office

---

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

HOLLOWAY'S PILLS

AND OINTMENT.—There existed for many years a great and unfair prejudice against these remedies, but such has been their success in expelling internal impurities, and healing bodies scarred with sores, that their worst opponents have now become their warmest supporters. At the present day no difference of opinion exists with reference to the purifying and healing powers of these world-esteemed medicaments, which cure diseases and remove disfigurements over which medical skill hitherto had exercised little control. Holloway's remedies may be used by either sex, and in the worst cases will most conspicuously display their curative powers. They extract order from disorder, rectify irregularity, check disease, and preserve the comfort, privileges, and pleasures of health.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.

Reserve Fund, $1,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

A GENTLEMAN of ability and experience (well known in the Eastern trade) will shortly be open to BUY in Lancashire and Yorkshire, on Commission or otherwise, as may be arranged, for a first class firm.

Address confidentially, A 90, *Observer* Office, Bradford, Yorkshire.

RUTTER'S TABLES.

Now ready.

1. RUTTER'S SILK AND TEA TABLES. Price 10s
2. RUTTER'S METRIC SYSTEM OF WEIGHTS AND MEASURES TABLES. Price 4s.
3. RUTTER'S EXCHANGE TABLES BETWEEN ENGLAND, INDIA, AND CHINA. Price 25s.
4. RUTTER'S GENERAL INTEREST TABLES FOR DOLLARS, FRANCS, MILREIS, &c. Price 10s. 6d.

London EFFINGHAM WILSON, Royal Exchange.

TO OLD RESIDENTS OF CHINA AND THE FAR EAST.

F. SAUNDERS,

Importer of Havana and Manila Cigars.

16, GREAT WINCHESTER-STREET, E.C.

IMPROVED AND ECONOMIC COOKERY.—Use

LIEBIG COMPANY'S EXTRACT OF MEAT

as "stock" for beef-tea, soups, made dishes, and sauces; gives fine flavour and great strength. Invariably adopted in households when fairly tried.

CAUTION.—Genuine only with Baron Liebig's facsimile across label.

CEYLON COFFEE ESTATES.

THE safest, surest and quickest mode of realising Coffee Estates is by registering them with the undersigned, who is always prepared to buy or to sell.

Seventy already sold—fifty now on the register.

ALEX. BROWN Kandy.

ALEXANDER BROWN,

ESTATE AND GENERAL AGENT,

KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and transacts all kinds of Estate and Agency Business.

T. W. JACKSON,

COMMISSION AGENT

SAN FRANCISCO.

OSLER'S GLASS CHANDELIERS.

WALL LIGHTS AND LUSTRES FOR CHANDELIERS IN BRONZE AND ORMOLU.

KEROSENE, MODERATOR, AND OTHER LAMPS FOR INDIA AND HOME USE.

TABLE GLASS OF ALL KINDS.

ORNAMENTAL GLASS, ENGLISH AND FOREIGN

LONDON—Show Rooms, 45, Oxford-street, W.

BIRMINGHAM—Manufactory and Show Rooms, Broad-street. Established 1807.

GRAND HOTEL COMPANY.

YOKOHAMA, JAPAN.

THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steamship lines in and out of Yokohama.

J. LYONS, Manager.

W. H. SMITH, Managing Director

GRAND HOTEL, VENICE.

FORMERLY HOTEL NEW YORK.

ON the Grand Canal. First-class house, with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English an other languages spoken.

HOTEL THIERGARTEN—BERLIN.

SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all other conveniences.

LICK HOUSE HOTEL, SAN FRANCISCO.

AN old-established and thoroughly comfortable Hotel, in a central position. Large Dining saloon, Restaurant, Reading Rooms, &c.

FIFTH-AVENUE HOTEL, NEW YORK.

ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

HOTEL ANGLETERRE, NAPLES.

THIS Hotel is most pleasantly situated in front of the Royal Gardens, and can be highly recommended to passengers per Messageries steamers to and from India, China, &c.

HOTEL KRON PRINSEN HAMBURG.

SITUATED on the Alster. A first class House, at moderate prices.

HOTEL CASTIGLIONE—PARIS.

SITUATED in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from f.50 to f.4 per day Restaurant, Table d'Hote, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the establishment.

12, RUE CASTIGLIONE, 12.

HOTEL DE LA VILLE, TRIESTE.

PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.

Restaurant, Cafe, and Reading Room, with English French, and German papers, and the *London and China Express*. Omnibus attends the trains.

CHARGES MODERATE.

COWASJEE DINSHAW,

Close to the Landing Place, Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers

The *London and China Express* on Sale.

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OVERLAND ROUTE.—THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their Steamers for—

	From Southampton.	From Venice (calling at Ancona).	From Brindisi.
GIBRALTAR ... MALTA ...	Every Thursday, at 2 P.M.	—	—
ALEXANDRIA... ADEN ... BOMBAY ...	,, ,,	Every Friday morning.	Every Monday, at 5 A.M.
GALLE ... MADRAS ... CALCUTTA ... PENANG ... SINGAPORE ... CHINA ... JAPAN ...	Thursday, July 2, 16, & 30, at 2 P.M., and every alternate Thursday.	Friday morning, July 10, 24, & Aug. 7, and every alternate Friday.	Monday, July 13, 27, & Aug. 10, at 5 A.M., and every alternate Monday.
AUSTRALIA ... NEW ZEALAND	Thursday, July 2 & 30, at 2 P.M., and every fourth Thursday.	Friday morning, July 10 & Aug. 7, and every fourth Friday.	Monday, July 13 & Aug. 10, at 5 A.M., and every fourth Monday.

Abatements are made in favour of passengers from the eastward of Suez returning by the Company's Steamers within six or twelve months of their arrival.

Passengers are now booked through, via Bombay, to the principal Railway Stations in India, and through tickets to Venice and Brindisi are issued at the Company's Office. Tickets to Brindisi only can also be obtained from Messrs. LEBEAU and Co., 6, Billiter-street (South Italian Railway Office).

For Rates of Passage Money and Freight, and all other information, apply at the Company's Offices, 122, Leadenhall-street, E.C.; and for Passenger and Parcel business only, at 25, Cockspur-street, S.W.

JAPAN AND CHINA.
Great Reduction in Fares.—Mail Route via San Francisco.

THE PACIFIC MAIL STEAMSHIP COMPANY will despatch their magnificent Steamers of 3,000 tons and upwards, with mails and passengers, twice every month, from San Francisco to Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, and vice versa.

THROUGH FARES FROM ENGLAND, via New York and Panama, to Yokohama, £60; beyond Yokohama, £70. Via Union Pacific Railway, to Yokohama, £73; beyond Yokohama, £83. Best berths in steamers.

The Company's Steamers leave New York twice a month (via Panama) for San Francisco and intermediate ports.

For Through Fares and other information apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

ROUND THE WORLD BY STEAM.—Coupon Tickets issued for the ROUND JOURNEY. Fare £165 and upwards.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan... ... in 38 ,, ,,
China... ... in 44 ,, ,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, &c., by the magnificent Steamers of the Pacific Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

OVERLAND ROUTE via MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M., calling at Naples for mails and passengers:—

Tigre	... July 19	For	Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Amazone	... August 2		
Ava ...	... August 16		
Irrouaddy	... August 30		
Hoogly	... Sept. 13		
Peiho	... Sept. 27		

The Steamers of the 2nd and 30th August and 27th Sept connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 19th July, 16th Aug., and 13th Sept. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
Constantinople ... ... ,, Saturday, 5 P.M.
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Glenfalloch	100 A1	2,126	275	Aug. 15
Glencarn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Glengyle	100 A1	1,676	200	To follow
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Yokohama & Hiogo	Evelyn	AA113yr	S.W.I.D.	With des.

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THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, July 13, 1874.

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VIA BRINDISI.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 568.] LONDON, MONDAY, JULY 20, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received July 20.
JAPAN—Yokohama	April 17	June 2	June 5*
Yedo			
Osaka and Hiogo	„ 10	May 30	„ 1*
Hakodadi			
Nagasaki	„ 3	„ 21	May 24
CHINA—Peking	—	—	„ 20
Tien-tsin	—	—	„ 25
Chefoo	—	—	„ 27
New-chwang			
Hankow	„ 3	„ 20	„ 26
Kiu-kiang	—	—	„ 27
Chin-kiang			
Shanghai	„ 17	„ 29	„ 31
Ningpo	—	—	„ 29
Foochow	„ 17	„ 29	June 2
Formosa	—	—	May 30
Amoy	—	—	June 3
Swatow	—	—	„ 4
Hong Kong	May 1	June 5	„ 6
Canton	—	—	„ 4
Macao	—	—	„ 5
PHILIPPINES—			
Manila	April 10	May 18	May 29
COCHIN-CHINA			
Saigon	—	—	June 4
SIAM — Bangkok	—	—	„ 7
BORNEO—			
Labuan	—	—	„ 1
Sarawak	—	—	„ 4
JAVA — Batavia	May 1	June 2	„ 8
Samarang	—	—	„ 3
Sourabaya	—	—	„ 4
MALACCA STRAITS—			
Singapore	„ 8	„ 6	„ 13
Penang	„ 15	„ 12	„ 15
CEYLON—			
Galle	„ 29	„ 17	„ 25
Colombo	„ 29	„ 19	„ 22

* By Pacific mail, *via* San Francisco.

THE MAILS, &c.,

The P. and O. mail, with advices dated as above, from China and the Straits Settlements, and the Pacific mail, with the Japan advices, were delivered, *via* Marseilles and *via* San Francisco respectively, this morning, their due date. The next inward (French) mail, with dates Yokohama, 3rd; Shanghai, 7th; Hong Kong, 13th; Singapore, 22nd June, left Suez on the 13th inst., four days early, and is expected to reach Marseilles to-morrow.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Sumatra*, arrived July 17.—None.

To Venice.—From Singapore: Mr. de la Vara, Mr. Barries, Mr. Panades, Mr. Henderson, Mr. Lopez.

To Southampton, per P. and O. steamer *Mongolia*, expected to arrive July 27.—From Shanghai: Mr. and Mrs. W. Kofod and two children. From Hong Kong: Mr. Moore, Captain and Mrs. Andrews, two children and servant, and six second-class passengers. From Singapore: Colonel Barlow, Mr. R. Robertson, Mr. W. Robertson, Mr. Miller. From Galle: Mr. Maingay, Mr Duff.

By last French mail to Marseilles, per Messageries Maritimes steamer *Amazone*, arrived July 8.—From Yokohama: None. From Shanghai: Mr. Ure Mr. Patterson, Mr. and Mrs. Dubief, Mr. and Mrs. Salmon. From Hong Kong: Messrs. Brisbeau, Cranford, Bonnat, Mr. and Mrs. Rose, Mr. and Mrs. Brossement. From Singapore: Messrs. Kaiser, Campbell, Mayo. From Galle: Captain Stainforth, Mr. Forster, Mr. and Mrs. O'Keefe.

PASSENGERS OUTWARD.

Per French steamer *Tigre*, July 19 (booked from London).—To Yokohama: Mr. Ferreri, Mr. Fondra, Mr. Bertone, Mr. C. Ferero, Mr. Timbarti, Mr. Gerosa, Mr. Chiapello. To Hong Kong: Baron von Overbeck, Mr. Mollard, Mr. Roussin, Mr. Cagnard. To Shanghai: Mr. Fugnatel, Mr. and Mrs. J. J. Buchheister, Mr. Taylor. To Batavia: Mr. Andre, Mr. Angot, Mr. and Mrs. Ankersmith, Mr. P. A. Schill, Mr. van Rinckenzen. To Galle: Mr. Margary, Miss Hendrie, Mr. Frendenberg. To Saigon: Mr. de Jong van Sier.

Per French steamer *Peiho*, Sept. 27 (booked from London).—To Hong Kong: Mrs. Deane, Miss Deane. To Batavia: Mr. Fraser, Mr. and Mrs. Oosteron and two children, Mr and Mrs. van der Leuw.

Per French steamer *Amazone*, Aug. 2 (booked from London).—To Singapore: Mr. Ringer, Mr. and Mrs. Genu and child. To Galle: Mr. Carey, Mr. Herring, Mr. Forsyth, Mr. Delmege, Mr. Metcalfe.

Per French steamer *Irawaddy*, Aug. 30 (booked from London).—To Yokohama: Mr. and Mrs. O. Voigh.

Per P. and O. steamer *Hydaspes*, from Southampton, July 16.—To Hong Kong: Major-General F. Colborne, C.B., Mrs. Richardson and three children. To Ceylon: Mr. J. P. Plummer.

Per P. and O. steamer *Ceylon*, from Brindisi, July 27.—To Singapore: Mr. J. Gordon.

Per P. and O. steamer *Geelong*, from Southampton, July 30.—To Hong Kong: Mr. J. Campbell, Mrs. Campbell. To Singapore: Mrs. M. C. Evans.

Per steemer *Muriel*, from Gravesend, July 13.—For Singapore: Capt. and Mrs Olzen. For Yokohama: Mr. Scott, Mr. Hutchinson, Mr. Sodarnie.

To Java, per Nederland Company's steamer *Prins van Oranje*, from Nieuwdiep 11th, and Southampton 14th inst.—Mr. and Mrs. Zaalberg and two children, J. Brewer, F. J. P. M. Mulder, J. D. Donker Duyois. Mr. and Mrs. Schaap de Visser. M. P. van der Heuvel, J. B. Rutgers van der Loeff, J. K. van der Kruisse Pilaar, J. L. van Leschen, Mr. and Mrs. A. van Assen and four children, Mr. and Mrs. A. J. Immink, Miss A. Immink, Mrs. M. A. C. Termarsch van Heel, Mr. and Mrs. M. H. Schlupman and child, Mr. and Mrs. J. C. Barkmeyer and three children, Mr. and Mrs. T. W. Hagemann and six children, John Haslee, M. Jobst.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present P. and O. mail brings advices from this port to the 27th May; and by the Pacific mail we have nine days later news, viz., to the 5th June; the French mail from London April 10 arrived out on the 28th May, and the following P. and O. mail of April 17 was received on the 2nd June. The *Japan Herald* supplies the following items of intelligence:—

But little news has transpired relative to the Formosan expedition since our last. By return to Nagasaki of the Japanese steamer *Yukomaru*, which vessel arrived from Formosa on the 4th June, a few particulars have been received from the expedition. After the arrival of the first four vessels the soldiers disembarked. Soon after landing one scout was attacked by Formosans, who cut off his head and stripped him. Soon after the Japanese began fighting, but the Formosans retreated. On the Japanese side one man only was killed and one wounded; but on the other side about fifty were found dead and wounded. The Japanese are progressing fast with buildings on the island. Before the above affair occurred two steam launches which had been surveying the bay received some shots from bushes, which were quickly returned, and the natives dispersed from the place. We hear that the plan of the campaign in Formosa is upon a novel basis. The troops are to do nothing for the next six months, unless they should be attacked, but are to await instructions from Tokio. Meantime, negotiations are to be set on foot to crave permission from the Chinese Government to allow hostilities to be gone into against the Formosan savages. This is to be done to save the national honour, which has been tarnished by making the ridiculous *faux pas* that has occurred. The Japanese Government's late policy has converted into such zealous friends the foreign Ministers here that we may be quite sure that their colleagues at Peking will be thoroughly advised on the business, and the Chinese Government will learn from them, as it has already from the press, the ends the Japanese sought to compass by the expedition. We should think that the troops will receive peremptory orders to quit, and that they will conclude, as discretion is the better part of valour, that it will be to their interest to do so with as little delay as practicable, without attempting either to thrash the savages, or to annex any part of the Island.—It appears by advices just received from Peking that an official intimation has been given to the *Doyen* of the Diplomatic *corps*, Mr. Wade, that the Chinese Government never gave any authority whatever to the Japanese Government to

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arry on war on Chinese soil, and that they claim the whole of Formosa as being so.

Okuma, the Minister of Finance, returned to Tokio on the 20th May. A statement of the estimated receipts and expenditure for this year has been published under his signature in the native papers. After deducting the balance alleged to be brought forward from last year, there appears to be a surplus, but that is without counting the cost of the Formosan expedition. The revenue is estimated at 88,867,636 yen, and the expenditure at 6 2,169,344 yen. The estimated surplus is therefore 26,698,292 y en.

The question of the circulation of foreigners in the interior, after being months under the consideration of the Government, is still unsettled; the joint note of the Ministers is still unanswered.

Shimadzu Saburo is reported to have resigned the post of Sa-daijin, to which he was recently appointed; and Kido, one of the ministers, who resigned some weeks ago, is rumoured to have been assassinated whilst returning to his own country. N either of these rumours have been confirmed.

Our annual regatta was held on the 23rd May, with average success. The cricket season has been opened by a match, Garrison v. the Settlement, and the Royal Marine semi-annual athletic sports have also taken place, and the annual meeting of the Swiss Rifle Club is announced for the 12th and 13th June.

Admiral Pennock, the new American commander-in-chief, arrived on the 28th May, and hoisted his flag the following day. The U. S. S. *Hartford*, *Lackawanna*, *Tuscarora*, and *Kearsage* still remain here. The *Saco* sailed on the 22nd May for Cheyfoo.

The railway authorities are about to reduce the fares for passengers and goods, and will also alter the time of departure for the trains to more convenient hours for the travelling public than those in force at present.

All notices relative to the prohibition of the export of silkworms' eggs are said to have been recalled, and the trade is supposed to be left unfettered.

The Government has announced further sales of land to foreigners in the concessions of Yokohama and Tokio.

The Government has issued a proclamation forbidding the export of rice from the 1st August.

Okubo, the Home Minister, will leave, it is said, in a few days for Formosa.

The proprietor of the Sailors' Home absconded from here in the steamer *Vancouver*, heavily in debt.

A flower show has been held at the Public Gardens.

A third electric cable has been laid across the Straits of Simonoseki.

NAGASAKI.

Our advices extend to the 23rd May; the P. and O. mail from London April 3 arrived out on the 21st May. The *Nagasaki Express* gives the following items of intelligence:—

The opening of the Shinto Temple "Chin-kioin," situated in "Fogiya-machi," in the town of Nagasaki, was celebrated on the 16th, 17th, and 18th May, in a manner very satisfactory to the native townspeople. The procession, consisting of two sacred cars, was escorted by a large number of priests in double lines, the Shinto priests on one side, and the Buddhists on the other, excepting two who were in "norimons," and two others who were on horseback, and these latter we presume were the chiefs connected with the recent proceedings. All the houses in the streets through which the procession passed were decorated. A grand ceremony took place in the "Suwa Temple," and besides priests, the whole of the Government officials and likewise those of the Judicial Court attended it. During the three days business in the native town was almost suspended, as the natives were enjoying themselves with the procession; consequently business was also correspondingly restricted during that period in the foreign settlement.

The last vessel of the Formosan expedition has left for her destination. On the 17th May Saigo, the chief of the expedition, embarked at the Ohato, and thence proceeded on board the steamer *Delta*, and received a salute which was fired by the Government battery on shore, after which the vessel proceeded on her voyage to Formosa.

The steamer *Argus*, which left last week for the wreck of the Russian steamer *Nicolai*, has returned, bringing in tow to this place the boiler of the wrecked steamer. We learn that the purchasers of the wreck have decided to bring the vessel to this place in pieces, as she lies in a position that would entail a very heavy expense were they to endeavour to float her off from the reef as she is.

Kitashima Hidetomo, who lately arrived here from Tokio, left this place for Saga on the 19th May to commence his duties as Governor of the Saga ken, to which post he has been recently appointed by the Government. Takaho Motoharo, the newly appointed Secretary of the Japanese Legation at Peking, left on the 18th by the P. M. steamer *Oregonian*. Yanaguiwara Sakimitsu, who has been appointed by the Government to be Japanese Minister at Peking, has arrived here *en route* by the P. M. steamer *Costa Rica*.

H. M.'s gun-boat *Thistle*, which arrived here on the 21st May from Hiogo, relieves the gun-boat *Dwarf*, which vessel leaves for Formosa. We hear that H. M.'s s. *Cadmus*, with Admiral Sir Charles Shadwell on board, is expected here about the 29th May.

CHINA.

CHEFOO.

The trial of the rioters engaged in the late anti-missionary disturbances in the neighbourhood of Chimi-ching commenced on the 25th May, before his Excellency the Taoutai and Mr. Sheppard, American Consul; Mr. Cornabé, U.S. Vice-Consul, being also present. The Rev. Mr. Corbett, as prosecutor, stated his case from the time he arrived in Chimi last September till he was compelled to leave, on account of the threats made against his life. His recital occupied four hours, and he rehearsed every incident of that eventful period, during which he was persecuted, on account of his endeavours to inoculate the minds of the Chimi-ites with the rudiments of the Christian faith. He was patiently listened to throughout his narration, which being delivered in Chinese was interpreted sentence by sentence, and carefully committed to paper for reference, in the event of contradictory evidence being elicited as the case progressed. On Mr. Corbett concluding his statement, the Taoutai expressed himself fully satisfied with the truth of what he had said, which seemed to imply that the examination of the witnesses would be a mere formality, as far as their testimony in corroboration of Mr. Corbett's account of his difficulties was concerned. The impression is that the most, if not all, the twenty-eight prisoners will be found guilty.

SHANGHAI.

The present mail brings advices from this port to the 31st May; the P. and O. mail from London April 3 arrived out on the 16th May; the French mail of April 10 was received on the 22nd May, and the P. and O. mail of April 17 on the 29th May. The following summary of news is from the *North China Herald*:—

It is said that H.M. Minister has expressed himself in favour of the liability of the Chinese to fully indemnify foreigners for all loss and damage occurring through the riots on the French Concession; and that claims, of a direct and indirect nature, to the extent of about Tls. 10,000 have been sent in by British subjects. This, however, does not cover the whole of the British interests involved.

Some excitement has been created by the news from Hankow that the *Agamemnon*, with the first cargo of new teas, had got aground in the river. It appears that the *Agamemnon* after starting from her moorings about 3 A.M. on the 26th May was rounding to head down river, when she caught the mud on the Woochang side, and remained fast. The *Tunsin* and *Fire Queen* added their power to her own in efforts to pull her off, but without avail, and the further assistance of the *Shanghai* proved equally ineffectual. By latest accounts we hear that these steamers were still persevering in the task, and it was hoped that the discharge of a portion of her cargo would lead to their efforts being shortly successful. A few days since, while coming to the Hongkew Wharf, the *Sarpedon* struck the wharf with her sharp iron stem and occasioned considerable damage. She was being brought up on the ebb tide, in charge of her pilot, and as she took rather a large sweep, the ebb probably caught her head, so that she came prematurely end on to the wharf, instead of gently dropping alongside parallel with it. The consequence was that she went through and sunk a cargo-boat which happened to be lying alongside with twenty bales of piece goods, and made a gap in the wharf of about twelve feet laterally by four in depth, besides straining timbers and iron ties fover a much larger area. The cargo-boat fortunately lessened the force of the collision with the wharf. The piece goods have been recovered, though of course rather the worse for their novel experience in hydraulics.

The *Courier* gives the following additional details. The *Shanghai* reached Hankow on the 26th, and found the *Fire Queen* engaged trying to tow the *Agamemnon* off, while the *Tunsin* was alongside of her removing her forward cargo. The *Fire Queen* retired, and the *Shanghai* took her place, but after breaking a hawser and a pair of bits, she had to give it up without result. The discharge of cargo into the *Tunsin* went on all the time. The *Fire Queen* and *Shanghai* then both attached themselves to the *Agamemnon*, but after the *Shanghai* had broken another pair of bits, they had again to desist. On the 27th both steamers again attached themselves to the grounded vessel, and the *Agamemnon* was got afloat, and at once commenced to reload. At the time of our present writing the *Agamemnon* has, doubtless, passed Woosung and gone to sea.

H.M.S. *Cadmus* left on the 27th May for Nagasaki, *en route* for Yokohama, and thence for England. We shall therefore not see her again in Shanghai. The *Cadmus* has been so much on this station, and Captain Whyte and his officers have made themselves so generally popular, that she will be missed as an old friend. We hear that the *Modeste*, which comes out to relieve

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the *Cadmus*, and would probably have taken her place at Shanghai, has broken down on her outward voyage. The *Elk*, therefore, will stay here for the present; but it is not unlikely that the *Thalia* may also be sent. The latter is now at Hong Kong, on the point of starting for Japan *viâ* the Southern ports.

The fifty-fourth anniversary of the Queen's birthday was celebrated on the 25th May with all due glory by the British naval force in port. The *Cadmus*, *Elk*, and *Frolic* dressed ship, and a salute of twenty-one guns was fired from the former at noon. Some two hundred seamen and marines were also landed, and drawn up in the British Consular compound, where they fired three volleys, and gave three hearty cheers and "one more" for Her Majesty. The French and American men-of-war and several of the merchant vessels in port also dressed ship.

Three British subjects who, on principle or for other reasons, had refrained from registering themselves, have been summoned at the instance of H.B.M. Consul. Mr. Drummond appeared to support the prosecution, and the presiding magistrate, Mr. Mowat, inflicted the full penalty of $10 fine in two cases, with costs of summons, and mitigated expenses on behalf of the Crown. The third case was adjourned.

At her Britannic Majesty's Supreme Court on the 27th May, in the case of the North China Insurance Company *v.* the Union Steam Navigation Company, the Chief Judge refused the application by plaintiffs' counsel for an injunction to prevent the defendants from dealing with the money they may recover from the Messageries Maritimes Company in respect of damages in the *Rona-Ava* case.

A case of plucking flowers in the Public Garden has been brought before the Police Magistrate. It was dismissed with a fine of $1.75, as the act was evidently a thoughtless one; but his Worship announced that any case of wilful abstraction or of malicious damage was punishable by a fine of £5 or three months' imprisonment. We endorse Mr. Mowat's suggestion that it would be well to put up notice boards, warning people who may not realise the offence that it is a punishable one.

We have received copies of two large works published by order of the Inspector-General of Chinese Maritime Customs, to illustrate the international exchange of products, in connection with the part China took in the Austro-Hungarian Universal Exhibition of 1873. One, a volume of over 500 pages quarto, gives the port catalogues of the Chinese Customs Collection; the other, somewhat smaller, is devoted to the trade statistics of the same places. Fourteen ports, from Newchwang to Canton, are shown to have contributed to the collection; and the catalogues give, in a succinct and clear form, the names in English and Chinese—and German also in the majority of cases—of the exhibits; remarks on their origin, nature or method of preparation, the places of production and consumption, uses and value, and quantity imported or exported in 1871—thus forming a minute and comprehensive commercial dictionary of Chinese products. The trade statistics are supplementary to the catalogue, in accordance with paragraph seven of the exhibition programme. They also have been compiled by the Commissioners at the fourteen ports, and represent an enormous amount of labour, not less valuable though perhaps less attractive, as being purely a collection of figures, than the catalogues which they accompany. Both works have been printed in very creditable style at the Customs press.

A new feature has been introduced into Shanghai business by Messrs. Thorne Bros., viz., sales by auction of undamaged piece goods. The first was held on the 25th May, and the novelty of the event attracted a larger attendance at the Yuenfong godowns than is often to be seen at Shanghai auctions. There were at least a couple of hundred Chinese, with a good sprinkling of foreigners. The Woollens offered realised, we believe, full market rates, though it is suggested that most of them were bought by a speculator, who is already well into Spanish Stripes and Long Ells, and cannot afford to let the market drop. Shirtings were also sold nearly at the market rate. The experiment was repeated on the 28th, but, we believe, with less success. The Chinese combined to keep down prices.

The drawing for Kuhn and Co.'s Lottery of Japanese curios has taken place at the Old Masonic Hall, and a good deal of interest was shown in the event. A number representing a share having been taken from a spherical box, by a very small boy appointed to the duty, another number, from a corresponding coffer, denominated the prize. Both numbers were called out and noted by gentlemen well-known in the community, who had accepted the office of scrutineers. The Lottery may be said to have been an attempt—on speculative and commercial principles—at an Art Union distribution of Eastern objects of *vertu*, and its design and conduct appear to have given general satisfaction.

The old British jail buildings in Peking Road are being pulled down, as a preliminary to the erection of the new Post-office on their site. The building, being a Government one, will of course be carried out by H.B.M. Office of Works.

Among the arrivals from Japan are H.E. Yanaguiwara Sakimitsu, to be Japanese Minister at Peking, and Takaho Motoharo, his Secretary of Legation, and an Assistant Secretary. We understand that the Minister and his suite will remain in Shanghai a few days before proceeding to the capital.

We have received for review a French-Chinese pocket dictionary, compiled by M.M. Lemaire and Giquel, which will no doubt be found useful by students. The specialty of the book is a technical dictionary of professional and scientific terms used at the Foochow Arsenal, which forms the second part and covers nearly 100 pages.

It is said that Herr Annecke, formerly German Consul here, and at present Chargé d'Affaires at Peking, will change places with Herr Von Brandt, the latter becoming Minister Resident at Peking, and Herr Annecke assuming the same position at Yedo.

We hear that the three Swiss gentlemen who were denied the recognition hitherto extended to them by the Consul-General for France, in consequence of their signing the recent memorial against M. Godeaux's action in the matter of the riot, have been taken under German protection.

Our Ningpo correspondent writes:—We are daily expecting the arrival of the Futai, who is on a grand tour of inspection, and who has already reached Chusan, whence he comes in the *Fuhpo*, escorted by a frigate and various gunboats,—an interesting feature of the progress China is (say what people may) making, and a final answer to those who declare that the Chinese Government will not adopt Foreign appliances when their convenience and utility is demonstrated. They refused to have a foreign-controlled fleet, but they are ready enough to have and use one of their own.

The new encampment near Overweg's bungalow has been surrounded by a substantial mud wall and moat. The wall is about twelve feet high, battlemented after the model of the city wall, and well finished.

Rumours are current that one or two firms are about to establish at Kiukiang. We hope it may be true. It is difficult to understand why foreigners should be almost wholly deprived of sharing in the growing import trade of that port, as they have the advantage of direct trade, and of being able to develop the transit traffic which a native will not venture to do. Unless a dealer is certain that a barrier on a new route will honour his transit pass, he will not risk his goods; and wisely too, for in the event of detention he has no appeal but to the authorities whose interest it is to suppress the transit trade. Kiukiang has been much neglected, but there is still a good field for enterprising firms with intelligent agents. It seems strange that this port, whose trade is worth 11,000,000 taels a year, cannot afford business enough for as many firms as Tamsui, whose trade is not much over Tls. 1,500,000 a year.

The *Peking Gazette* of May 16th contains a Decree according an Audience to the newly arrived Russian Minister (M. de Butzow); and the audience was had at eight o'clock on the morning of the 20th May. He was received in the same pavilion in the palace grounds in which foreign ministers were last year received, and in general with the same forms. He was not, however, kept so long waiting as they were.

Shen Pao-chen, a red button mandarin, formerly Chinese head of the Foochow Arsenal, and at one time Futai of Kiangsi, has been ordered, by Imperial Decree, to proceed to Taiwan, as Special Commissioner for the Chinese Government. This would show that the authorities at Peking are becoming alive to the importance of looking after their interests in Formosa.

FOOCHOW.

We take the following from the Foochow *Herald*, dated May 21st:—

It is rumoured that the Arsenal at Pagoda Anchorage is about to be closed for a period of five months. The establishment is said to be too great a drain upon the resources of the Province.

A very heavy freshet came down the river towards the close of the last week, flooding the low lying streets on both banks of the river, and, to a certain extent, doing a good service by cleaning the streets of accumulated masses of filth and garbage.

The fifteenth and last Chinese gunboat, built under foreign superintendence, was successfully launched at the Arsenal, Pagoda Anchorage, on the 16th inst. The launch was effected solely by the Chinese employés.

The Japanese invasion of Formosa is an accomplished fact. About 5,000 men, with a strong force of artillery, were landed on the 12th May at a place about fifty miles south of Takao. The disembarkation was not opposed by the Chinese troops, a significant circumstance when we consider that the invasion is in itself a breach of international law—no declaration of war with the Chinese Empire having been proclaimed by the Japanese Government. However, our sympathies are with the Japanese, to whom we wish every success, believing as we do that any Government would be preferable to the effete and corrupt administration through whose wilfulness and rapacity one of the most fertile islands on the earth has long been, and still is, virtually a *terra incognita*.

HONG KONG.

Our advices by the present mail extend to the 6th June; the P. and O. mail from London April 17 was received on the 24th May, the French mail of April 24. on the 31st May, and the P. and O. mail of 1st May on the 5th June. We take th following items of news from the *China Mail*:—

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The report of the commission which has been appointed to enquire into the effect of the blockade by the Canton cruisers on the trade of the colony was sent in about a month ago, but it has not yet been published.

The prosecution of the men on board the Mandarin junk, which was caught in the act of firing on some fishing-boats in Stanley Bay, has been abandoned, the Viceroy of Canton having claimed the junk as a Government boat. It seems extraordinary that this course should have been adopted upon the bare promise of the Viceroy to punish the offenders, as the Chief Justice expressed his regret when the case was withdrawn that justice had not been allowed to take its course, as it would have been incumbent on the men to show beyond doubt that they had the authority of the Canton authorities to act as they did. Their having escaped will doubtless form an encouragement for further depredations of the same kind by *soi disant* revenue cruisers.

In regard to the Formosar Expedition a large number of Japanese soldiers have already landed about forty miles south of Takow, on what is recognised Chinese territory. The Chinese there from the Canton Province, are exceedingly delighted at their arrival, as they are rejoiced at the idea of having such powerful allies to assist them in their fight with the aborigines. You must know that an incessant border warefare has been going on for many years past, in which the mutual aim of each has been to secure each others heads. In this warfare a good many heads have changed owners on both sides. The appearance of such a large force of Japanese, with the expressed purpose of subjugating the whole of the savage territory, is the source of unmixed delight to these men, who have had to live so long with their guns in their hands to keep themselves from extermination.

Though the Japanese were arriving in such force, the authorities here seemed to be making no move in the matter, and appeared as indifferent as though the attack were to be made on some place with which they had no concern. No impediments, moreover, were thrown in the way of the steamers by the native Custom house officials, and speculation was exceedingly rife as to what would be the policy of the Government in a crisis like the present. The fact is, native officialdom has all along been in the greatest possible excitement, and couriers have been incessantly passing and repassing between here and Foochow. It takes the Chinaman a long time, however, to move in any matter, and the present method of communication is so slow that it is impossible to act quickly. It is to be hoped that the Chinese authorities will get such an impression of the need of the telegraph from recent affairs, that all the past opposition to it will pass away for ever. At last a large corvette has arrived here on her way to the scene of action, and it is said that a row may very shortly be anticipated, should the Japanese develop any marked intentions of conquest. The influential and wealthy Chinese in Formosa firmly believe that the Japanese intend taking possession of the island, and great numbers have removed their families and their goods to the mainland. There are rumours that the Japanese who have landed are suffering severly from fever, and that in a recent skirmish with the savages forty or fifty were killed.

H.M.S. *Hornet* which arrived last week from where the Japanese landed, was ordered away almost immediately to the same place, and will remain there till relieved by H.M.S. *Dwarf*. The U.S.S. *Monocacy*, which was to have left last week, has been ordered to remain here till further orders, very probably with the idea of watching the progress of events. As there is a reporter from the *New York Tribune* in connection with the expedition, we may look before very long for spicy accounts from the seat of war.

The Queen's birthday passed off on Saturday, 30th, minus some of the usual ceremonies—notably that of a parade or review of the troops. A legend goes that at 5 A.M. three salvos—or whatever the noisy discharge of firearms is called—and three cheers for Her Majesty, were fired off by the 80th Regiment on the parade ground, but for all practical purposes there was nothing of the sort, to the great disappointment of the native population. The arrangement carried out may have been quite correct, but was not over courteous to the Colony. The Chinese explanation of the omission to make the parade public, is too good to be lost. "That Soldier man savey walkee No. 1. ; he no savey too much that fightee pidgin. No wantsee any man look see"—*i.e.* "very good at a march out, but indifferent at drill; don't want people to look at them." There was no official reception at Government-house.

Latest advices from Foochow point to the tea market there as not having opened, although some new teas had already gone forward by the last and present mail. The fleet of steamers at Pagoda Anchorage was larger than on any other occasion. On the berth for London were the steamers *Cheops*, *Glenearn*, *Montgomeryshire*, *Crocus*, *Sirius*, *Glaucus*, and *Braemar Castle*, with the *Achilles*, *Canton*, *Galatea*, and *Pleiades* expected. This competition will not, however, improve prospects of high freights.

News of two significant facts come to hand from Peking ; the one that Mr. T. F. Wade, Minister for Great Britain, and M. Geoffroi, the Minister for France, having asked to be admitted to an audience with the Emperor on Chinese New Year's day with the view of paying their respects, in accordance with the custom of the high dignitaries of the Government, and the usage of diplomatic representatives in Western countries, on similar occasions, were, not very politely, refused; the other that a similar request made by the new Russian Minister has been granted, an edict to that effect appearing in the *Peking Gazette* of the 16th ult. We are not making too much of the first incident in saying that it is of some importance. It manifests the idea entertained by the Chinese of what the much talked of "audience" of June last really meant. It clearly shows that, so far from being regarded as a precedent to be habitually followed, it was looked upon as a magnificent and isolated concession not to be easily repeated.

THE JAPANESE ON FORMOSA.

A correspondent at Amoy gives the following news of the Japan expedition :—

27th May, 1874.

Captain Smith has just arrived with a Japanese transport from the seat of war, with the following news :—About six or seven days ago one hundred and fifty or one hundred and sixty Japanese were sent out to reconnoitre ; when they had proceeded some distance they saw three or four men, who waved them to come on. Three of the Japanese obeyed, and went towards them, but when they got within fifteen or twenty yards of them the savages fired at them with matchlocks, killing one of them on the spot, and wounding another. The unwounded man and the one wounded beat a hasty retreat, and before the body of the reconnoitring party could get up, the savages had the head of the dead Japanese cut off, had stripped him naked and cleared off with his arms.

The party went back and reported what had taken place, when it was at once agreed there should be war to the knife, and no quarter given. So it was settled that the village should be surrounded, which was done two nights afterwards, before daylight, by 400 or 500 Japanese soldiers ; the fighting then commenced. How many were killed is not known at present. Two Japanese are stated to have lost their lives, and the soldiers brought in eleven heads, besides a large quantity of arrows, spears, and matchlocks.

PHILIPPINES.

MANILA.

The following particulars of an engagement with Sooloo pirates are from the *Manila Comercio*. The gunboat *Paragua* left for a cruise in the direction of Dapitan, in consequence of news of the appearance of Moorish pirates off Sibuco. These pirates were, it was supposed, those who had in the middle of March set out from Lap Buan. The *Paragua* being at Dapitan under the command of Lieutenant Caravaca, received news from the military commander of that district that at 7 A. M. that morning people from two prahus had sacked a village near the chief town ; the gunboat was in consequence got ready, the Governor of Dapitan with some troops, and the person who had brought the intelligence, going in her. They left at noon, and succeeded in sighting the prahus at 3 P. M. ; from that time they began to give chase to them. Within two hours they overtook the largest where navigation was very dangerous, owing to the great number of shoals ; a struggle ensued, and the prahu was captured, together with the articles plundered, including the bell of the church. Of the Moors, some thirty were killed, about ten succeeding in getting ashore. From the statement of a captive who was found in the captured prahu, a Datu, the chief of the expedition, was amongst the slain.

This affair ended with nightfall ; the neighbourhood was extremely dangerous for towing the prahu. Notwithstanding this, several holes made in that vessel by discharges from the *Paragua* were plugged, and the gunboat at great risk, but ably handled, returned to Dapitan with the Moorish vessel. She arrived there at midnight, and was triumphantly received by the inhabitants of the village. The other prahu had been lost out of sight the evening before, the gunboat not being in condition to give chase to her from want of fuel, and also owing to the engine being slightly out of order. Other vessels which are also cruising in these waters may come in sight of her and give her chase. On board the prahu made prize of, *lantacas*, muskets and swords, &c., were captured. Several piratical Moorish vessels continue roaming about the coasts of some of the Visayas islands, doubtless with the object of enabling the pirates to commit their criminal depredations, but the activity of two Spanish men-of-war and the intense watchfulness they display near the villages lying on the coast, prevent these wretches from carrying out their wicked designs. The German barque *Marie Louise*, which was captured last autumn for carrying on an unlawful traffic with Sulu, has been employed in the Spanish navy as a transport ship, and was afterwards sold by auction. The affair has long been the subject of negotiation, but it seems at last to have been settled between the German and Spanish Governments, as the captain of the ship, who has been staying at Hong Kong, has received a telegram from the German Consulate, instructing him to resume the command of the vessel at Manila.

According to the returns published by the Customs the quantity of hemp and sugar exported during the first four months of the year brought into the Treasury the sum of $421,398.50.

Messrs. Tuason entertained several friends at a grand banquet. Amongst the distinguished guests were H.E. Admiral Brummer

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and officers of the Russian frigate *Askold*, as well as H.E. Vice-Admiral Antequera of the Spanish navy. Admiral Antequera entertained H.E. the Russian Admiral and his officers at a grand banquet, the officers of the Spanish navy being also present; the band of the Artillery discoursed sweet music during the repast. Toasts were proposed and drank, and when the distinguished guests left in the launch for the vessel, a perfect shower of blue lights illuminated the harbour. It is needless to add that all the men-of-war in port were lighted up.

SIAM.

BANGKOK.

The Siamese Government *Gazette* made its appearance on the 17th May. It is a neat quarto of eight pages. The paper and the printing is highly commendable, and is in every way superior to any vernacular newspaper that has heretofore emanated from the Government Printing Office. This sheet owes its existence to the enlarged spirit of H.M. the Supreme King of Siam. It purports to owe its existence to a recollection of the advantages that grew out of a small sheet occasionally published during the late reign.

The Grand Council has had two sessions since its appointment. We learn that the revenue of the country is now occupying their attention. It is to be hoped that the old method of collecting the revenue, which was the source of many unjust exactions from the common people, not contemplated by the Government, and which so effectually checked the industry and the accumulating tendencies of the people, will be judiciously remodelled and placed upon a basis, such that the masses will be enabled to see that the Government asks of the people only such support as will make it efficient to secure for them good protection and the full enjoyment of their inalienable rights.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 13th June; the French mail from London, May 8, was received on the 6th June, and the following P. and O. mail of May 15 was was expected on the 14th June. The following summary of news is from the *Straits Times*:—

His Excellency the Governor is still absent on his visit to Penang, and intends remaining there until about the 25th, when he will leave on his return to Singapore. We are glad to learn that H.E. has received a telegram at Penang from the Secretary of State for the Colonies, generally approving of his policy in the Malay Peninsula and consenting to the appointment of Residents at Perak and Laroot. This action indicates that the Home authorities are at last convinced of the necessity of looking after British interests in this part of the world, and awakening to a sense of our duty towards the native States in our immediate vicinity; whose real interests, identical with our own, have so long been allowed to suffer through the apathy and neglect of the local and Home Governments in matters vitally affecting not merely the interests of British subjects, but the prosperity of our Colony and the honour and prestige of the nation.

The changes in the Courts of the Colony, alluded to in our last Summary, came into effect on the 1st. The first session of the new Criminal Court of Quarter Sessions, to be presided over by the Puisne Judge sitting with at least one magistrate and one Justice of the Peace, will open on the 15th; this Court will have to try many of the important cases that have hitherto occupied the time of Judge and jury at the Criminal Sessions, and as summary proceedings are usually preferable among a native population, can scarcely fail to prove a valuable acquisition to our judicial institutions. The new Summary Civil Court, with jurisdiction from $10 up to $500, will hold its first sitting on the first Monday in July, and be held monthly thereafter. The experiment of entrusting a share of the magisterial work to honorary magistrates selected from among the community is now being tried. Two honorary magistrates sit each day in the Court formerly presided over by Mr. Gottlieb, and during the past week have discharged their duties most creditably. As the labour is divided among a large number, and the cases coming before them are not usually of a difficult nature, the work will not require any great sacrifice of time on the part of any individual member of the community; while in the event of a riot, or any extraordinary press of magisterial labour, these gentlemen will have the advantage of a fixed position, and some experience as magistrates, which cannot fail to place them in higher estimation among the native population.

The latest news received from Atchin is not favourable to the Dutch, who have found it necessary to despatch reinforcements to the troops left in the Kraton. The Atchinese, taking advantage of the withdrawal of the bulk of the forces, had gathered in considerable numbers in the neighbourhood of the fortification, and the garrison may be said to be closely confined to theii own works. The Atchinese endeavoured to cut off communical tion with the sea, and probably but for the fear of Dutch reprisals by the people in the immediate neighbourhood, who therefore maintained a friendly attitude, it is likely the attempt would have been seconded by them, with a better chance of success. The health of the garrison was most unsatisfactory, many of the soldiers suffering from fever. The weather was, however, said to be favourable, and afforded excellent opportunities for landing reinforcements if sent speedily.

We regret to learn of the loss of the French barque *Charles Auguste*, Capt. Cogrel, which struck on a reef in the Torres Straits on the 26th April, on a voyage from Newcastle, N.S.W., to Singapore, with coals. The captain and eight of the crew arrived safely in a boat at Somerset, Northern Australia, and were brought on to this port by the E. and A. mail steamer *Jeddah*. The chief officer with eight more of the crew left in another boat, and sailed out of sight ahead on the second night after leaving the ship; they were not heard of during the three weeks the captain remained at Somerset, but may, however. have made for another part of the Australian coast, or have been picked up by some vessel on their way.

The arrivals of steamers *via* the Suez Canal have been the *Amsterdam* from Grimsby on the 7th, *Hankow* and *Menelaus* from Liverpool, and *Bengal* from London, on the 9th, *Leon* from Liverpool, *via* Cadiz, on the 10th, and *Estepona* from London on the 11th. The departures homeward have been the *Aurrera* for Liverpool, *via* Cadiz, on the 9th, the *Agamemnon* and *Glenartney* on the same day, and the *Glenfalloch* on the 11th for London, with teas.

A letter from Malacca says:—E. E. Isemonger, Esq., one of the newly-appointed police magistrates, took his seat on the bench for the first time on the 1st inst., and Captain A. R. Ord commenced his duties as assistant colonial treasurer the same day. A somewhat curious as well as novel case of cheating took place lately. The case was fully investigated by the new police magistrate, but the culprit succeeded in getting off, owing to a slight discrepancy between the evidence of the complainant and that of his principal witness.

The average note circulation of the following banks during May was:—

Oriental Bank	$273,630
Chartered Bank of India, Australia and China	636,040

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—No improvement had taken place in the market, but arrivals being large, lower rates had been accepted. A considerable business had been done in Shirtings and Yarns. Woollens remained without change. There was no inquiry for Metals.

HANKOW.—There had been a moderate amount of business transacted in the chief makes of Plain Cottons, at, with few exceptions, a further fall on last mail's rates. In other Textiles little had been done.

SHANGHAI.—A fairly good inquiry had existed for Plain Cottons at the commencement of the fortnight, but latterly the market had been extremely quiet. The chief feature to notice was the establishment by an importing firm of "auctions of sound goods without reserve," the result of which for the present had been to curtail ordinary inquiry. Cottons: A moderate business had been transacted in Grey Shirtings at about former rates, 9 10-12 lbs. Cloth keeping in good demand. T-Cloths of ordinary qualities had been in fair request, Mexicans 8 lbs. also attracting some attention. Drills had changed hands to some extent, but inquiry was less active towards the close. White Shirtings were quiet. In Fancy Cottons, Black Velvets had been asked for, and sold at lower prices. Woollens were dull of sale, the late auctions having fully supplied the local dealers. Quotations for these goods were quite nominal. Metals were quiet at unchanged values.

FOOCHOW.—The only sale of Piece Goods reported had been one of 8¼ lbs. Grey Shirtings, 500 pieces at $2.72½ per piece. About 550 pigs of Lead are reported to have found buyers at from $8.20 to $8.25 per picul.

HONG KONG.—The market had remained quiet during the fortnight for both Piece Goods and Yarn, and only a moderate business had been done. Drills had attracted some attention, but there was little change to report in any other article.

CANTON.—Lead was being forced off at declining prices, last quotation was $7.70 for fair brands, at which buyers could scarcely be found. W.B. was quoted $7.85 to 7.90 per picul. Quicksilver was wanted at $188 to 189 per picul.

BATAVIA.—The position of the market had undergone no material change during the fortnight; there still continued a fair demand for Dutch staples at late currencies, but no improvement was reported in English Grey Goods and Yarns.

SINGAPORE.—Messrs. Boustead's Circular says:—We have no improvement to note in the general tone of our market for Piece Goods. Most articles are in limited demand, and prices weaker. The only exception is 6 lbs. T-Cloth, which keeps in good demand. Scarlet Long Ells 8½ lbs. to 9 lbs. wanted at $6 to 6¼. In Coloured Yarns the demand is chiefly for Light Green and Turkey Red, at about late rates.

PENANG.—In the early portion of the fortnight the market continued very quiet, but during the closing week a good demand had sprung up for export to Atchin, and a large business had been done in several staples, but at a decline on previous rates—importers being free sellers,

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EXPORTS.

—o—

TEA.

HANKOW.—Messrs. Drysdale, Ringer, and Co.'s report says :—Owing to high prices we have but a limited business to report by this opportunity, total settlements to time of writing, as compared with last year, being :—1874 : 7,839 chests, 87,268 half-chests, 7,504 boxes. 1873 : 72,850 chests, 100,996 half-chests, 3,849 boxes. Particulars of settlements are :—At Exchange 6s. 3d., freight £5 10s., adding Tls. 3 for duty. 10,028 half-chests, 1,106 boxes, at Tls. 50 to Tls. 55 per picul ; 7,953 half-chests at Tls. 45 to Tls. 49¾ per picul ; 3,655 half-chests at Tls. 40 to Tls. 44¾ per picul ; 700 chests, 15,267 half-chests, at Tls. 35 to Tls. 39¾ per picul ; 23,237 half-chests, 4,878 boxes at Tls. 30 to Tls. 34¾ per picul ; 6,736 chests, 23,065 half-chests at Tls. 25 to Tls. 29¾ per picul ; 403 chests, 4,063 half-chests, 1,520 boxes at Tls. 22½ to Tls. 24¾ per picul. Opening rates for the various districts as compared with last year :—Ningchows, Tls. 40 to Tls. 55, against Tls. 38 to Tls. 45 ; Cheong-sow-kais, Tls. 27 to Tls. 37½, against Tls. 26 to Tls. 35 ; Toong Shans, Tls. 29½ to Tls. 35, against Tls. 30 to Tls. 35 ; Soong Yongs, Tls. 30½ to Tls. 38, against Tls. 28 to Tls. 35 ; Young-low-toong, Tls. 26 to Tls. 32¼, against Tls. 24 to Tls. 33½ ; Ping-kongs, Tls. 24 to Tls. 29½, against Tls. 24½ to Tls. 27 ; Low-yongs, Tls. 24½ to Tls. 27¼, against Tls 23½ to Tls. 27. Regarding the crop we do not consider it up to the average. A few of the districts compare favourably with last year, but others are not so good, the falling off being more particularly in the lower class kinds. The Ningchows are the chief feature this season ; they are probably the finest teas seen for some years, and have realised the highest prices on record. Last year two or three small parcels were sold between Tls. 45 and Tls. 48, againgst which, during the past week, nearly 18,000 half-chests found buyers between Tls. 45 and Tls. 54. Next to the Ningchows the Cheong-sow-kais show most improvement over last year's teas, being stronger and fuller in the cup while quite equal in quality. Soong-yongs are also strong good teas, and both districts have obtained an advance on last year's prices of Tls. 2 to Tls. 3. Some rather better parcels of Ping-kong tea have realised up to Tls. 29½, or Tls. 3 over last year. The Oonfars were late this season, musters having been placed on the market during the last two days only ; some thirty or forty parcels have been shown, but so far we have not heard of any sales. Judging from what we have seen of them ourselves we do not think them so good as last year's. Young-low-toongs, Low-yongs, and the commoner district teas we consider inferior to last year's, they have however realised the same prices. Opening rates were maintained up to the 19th May, and on that day there was even a marked advance, owing to there being only a few parcels left on the market which were somewhat eagerly competed for for shipment per Agamemnon. Since then tea has come forward more freely, and there is now rather a large stock. In a few days we shall probably see a considerable decline in values.

KIUKIANG.—Black Teas : The market was opened on the 19th May, and the business since had consisted of three chops Kiukiang-packed, at Tls. 36.5.0 to 38.5.0, and 17 chops Ningchows, at Tls. 39.0.0 to 46.0.0. 78 chops had arrived, equal to 32,100 half chests, and large supplies were coming in.

	1874-75.	1873-74.
Export to Hankow ...	1,589,704	3,687,266
„ London ...	nil.	17,750
	5,589,704	3,705,016

SHANGHAI.—Black : No business. Green : Prices paid in the country for fine chops of Moyune and Teenkais were said to be about one or two taels higher, and for medium and common about the same as last year. Pingsueys cost less all round, but common parcels showed the larger decline.

FOOCHOW.—Messrs. Westall, Galton and Co.'s report says :—The new Season's Teas commenced arriving on the 19th May, and up to date (30th May) supplies have come forward slowly. Total arrivals to date are :—*Congou :* Season 1874-75, 53,400 chests; 1873-74, 71,782 chests ; 1872-73, 156,814 chests. *Oolong :* Season 1874-75, 570 half chests ; 1873-74, 1,178 half chests ; 1872-73, 12,363 half chests. From the samples at present shown it would be premature to give a decided opinion of the quality of the crop, although so far they do not come up to the past season. Paklings have been offered in sufficient quantities to judge of the yield, and they are decidedly inferior to last season both in leaf and liquor. A few settlements of this kind have been made, and the prices paid for first purchases are one to two taels under last year ; the better parcels remaining are now firmly held for rates fully equal to the previous season's. Up country Teas are expected to arrive during the coming week, and in the next impression a fuller report will be given. The following steamers are in port waiting to load for London: *Glenearn, Brœmar Castle, Sirius, Crocus, Cheops, Glaucus,* and *Montgomeryshire ;* and one or two others are expected. No rate of freight has yet been fixed.

AMOY.—Amoy Oolongs : Arrivals to date (3rd June) amounted to 1,193 half-chests, representing 40 chops ; this was of course too small a quantity to form a correct estimate of the quality of the first crop, but, so far, the teas compared favourably with those of last year. Supplies of first crop teas were variously estimated at from 70,000 to 80,000 half-chests. Congous : Arrivals only 423 half-chests, representing 19 chops, their quality was about on a par with those of last year, and the season's supply of this kind was reported to be from 25,000 to 30,000 half-chests. Formosa Oolongs : Purchases commenced in the first week of May, and a few settlements were made at an advance of about $2 on last year's opening rates ; buying became general almost immediately, however, and in many cases prices fully equal to those at the highest point of the market last season were paid. Up to the 18th May, leaf for about 3,000 half-chests had been settled, and the bulk of purchases showed an average advance of about $8 on opening rates in 1873—quality considered. The teas to hand seemed superior in make to those of last season, and the better grades were pungent, and had a full Formosa flavour. It was difficult to give precise quotations owing to the irregularity of purchases, but the following may be taken as about the closing rates :—Good cargo to superior, $32 to $36 ; superior to fine, $37 to $42 ; fine to finest, $43 to $48 ; choice to choicest, $49 to $54 ; short price in Amoy.

CANTON.—Messrs. Deacon and Co.'s Market Report says:—The business in Tea, as shown by the market settlements reported during the past fortnight, has been on a moderate scale. Holders are less exorbitant in their asking prices, but in view of the large quantity gone foward and still in preparation under contract, operators generally look for still further reduced prices. Congous have not been dealt in here, but at Macao there have been purchases to some extent at Tls. 18 to 23 per picul for fair to medium grades. Scented Teas: In Capers the settlements have been mostly in the medium to good medium description, which show a decline of about Tls. 1 per picul ; a few parcels fine have been placed at a reduction of about Tls. 2, while in the lower class scarcely anything has been done, and there are but few desirable of these on offer. In Orange Pekoes, long leaf kinds may be quoted about Tls. 1 cheaper since last mail, and settlements have been reported at Tls. 20 to 26 for medium to good medium, and at Tls. 27 to 29 for fine ; "new-make" sorts are also fully Tls. 1 under previously extravagant prices. In Canton Greens no purchases are reported. The following are the settlements reported during the fortnight :—

Scented Orange Pekoe... 9,000 boxes ... at Tls. 17 to 29 per picul.
Scented Caper .....21,000 „ ... „ 21 to 31 „

SILK.

YOKOHAMA.—Unfavourable advices from home continuing to be received, native holders had again made some slight concessions, and a decline in Mybash and other hanks had taken place. For Oshious, &c., prices remained as before. The quality offering was of inferior quality, but reports of the new crop promise well. The settlements during the period had amounted to 250 bales, which included about 40 bales from the Imperial Filature Factory at Tomyoka. The M.M.S.S. *Volga*, on the 3rd June, took 133 bales. The reports of the silk worms continue favourable, and Government are said to have removed all restrictions on their production.

SHANGHAI.—The business done had been small, and excluding 78 bales shipped to the Coast Ports for native consumption, reduced the actual settlements for foreign markets to barely over 100 bales. From the interior the reports had continued favourable, and although the original estimates had been somewhat reduced, owing to some mortality amongst the worms in the later stages, the Chinese spoke confidently of a large yield, and estimated it at fully 65,000 bales. Settlements for the past fortnight, Chinas, 200 bales. Total settlements since 1st June, 1873, 57,600 bales; against 1872-3, 56,300 bales ; 1871-2, 50,200 bales. Comparative unsold Stock on this market on the 30th May, 1874, 200 to 300 bales; 1873, 100 bales; 1872, 100 bales.

CANTON.—Settlements of New Season Silk to extent of 50 to 100 bales were reported to have taken place, but as usual at this stage, there was difficulty in ascertaining particulars of purchases. Most parcels on offer were rather foul, and the quality was not commended. The weather was favourable for the growth of the second crop, and it was hoped that subsequent yields would show considerable improvement in the general quality. Loongkongs : 130 piculs of Seulam, and other sorts taken by Parsees for the Indian market. Re-reels : no contracts had transpired, and until a cleaner thread can be found for reeling purposes, little was likely to be done in this branch. Stock computed at 300 to 400 bales Tsatlee, 100 bales Loongkong, and 120 bales Kowkong. Waste : No new waste had come to hand. About 100 bales old season's remained in stock, $60 per picul was the price asked.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 4⅞d.	4s. 4⅞d.	4s. 5d.
Shanghai „	6s. 0⅞d. to 6s. 1d.	6s. 1⅛d.	6s. 1⅝d. to 6s. 1⅞d.
Canton „ ... } Hong Kong „ ... } Macao „ ... }	4s. 4⅞d.	4s. 5d.	4s. 5⅛d.
Singapore „	4s. 4⅛d.	4s. 4⅞d.	4s. 4⅞d.
Manila „	4s. 0⅛d. to 4s. 1d.	4s. 1⅛d. to 4s. 1⅛d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 315	229
„ Hong Kong	27⅛ to 28 dis.	—
Bar silver	Tls. 111.3.0	8½ prem.
Mexican dollars	„ 72.7.2	2 to 3 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 28 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 42 per cent. discount.
China Traders' Insurance Company, $750 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 12 per cent. premium.
Hong Kong Fire Insurance Company, $295 prem.
Union Insurance Society (new shares) $60 premium.
China and Japan Marine Insurance Company, Tls. 100 per share.
China Fire Insurance Company, $32 premium.
Victoria Fire Insurance Company, $23 premium
Indo-Chinese Sugar Company, $95 dis.
Shanghai Steam Navigation Company, 5 per cent. prem.

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NEW SEASON'S TEAS.

The *Glenartney*, which left Hankow on the 29th May, one day after the *Agamemnon*, arrived in dock on the 16th, followed by the *Agamemnon* on the 17th, and the *Glenfalloch* on the 18th. The *Braemar Castle*, from Foochow, with the first of the new teas, is expected on the 23rd.

The *Glenearn*, which left Foochow on the 14th ult., has arrived at Aden with screw damaged, twenty-nine days from Singapore, and fifteen guineas premium was paid on her previous to receipt of telegram.

The hull and cargo of the *Canton*, wrecked in the river Min, has been sold for $1,950.

The P. and O. steamer *Nizam*, which brought this mail to Suez, has new teas on board, and will come *via* Canal to Southampton.

CARGOES AFLOAT.

Woosung Dates.	Name.	From	Cargo—lbs.
June 2	Hong Kong (str.)	Hankow	2,102,500
„ 6	Cawdor Castle (str.)	„	2,300,000
„ 11	Gordon Castle (str.)	„	2,200,000
„ 16	Cutty Sark	„	1,300,000
„ 26	Japan (str.)	„	2,500,000
May 31	Nizam (P. and O. str.)	Shanghai	1,200,000
June 14	Zambezi (P. and O. str.)	„	1,450,000
July 17	Thermopylae	„	—
„ 14	Glenearn (str.)	Foochow	2,200,000
„ 15	Braemar Castle (str.)	„	2,200,000
„ 19	Mongol (str.)	„	2,500,000
„ 19	Glaucus (str.)	„	1,500,000
„ 26	Sirius (str.)	„	2,000,000
„ 28	Crocus (str.)	„	2,000,000

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company	Tls.500	Tls.500	Tls.205	4 p.c.
Shanghai Gas Company	100	100	144	12 p.c.
Shanghai S.N. Company	100	100	108	12 p.c.
S. Tug and Lighter Company	850	850	550	12 p.c.
French Gas Company	50	50	67	11 p.c.
Hong K. Fire Insurance Co.	$1,000	$200	$500	12 p.c.
North China Insurance Co.	Tls.1,000	Tls. 300	Tls.350	trien.
North China Steamer Company	100	100	30	
Union S.N. Company	100	100	55	12 p.c.
Yangtsze Ins. Association	500	500	710	15 p.c.
Union Insurance Society	$5,000	$1,000	$1,550	trien.
China Traders Co. (Limited)	1,000	1,000	1,700	$250.p.sh
China and Japan Marine Ins. Co.	Tls. 500	Tls.100	Tls.100	12 p.c.
Victoria Fire Insurance Co.	$500	$100	$124	12 p.c.
China Fire Insurance Co.	500	100	134	12 p.c.
Hongkew Wharf Co.	Tls. 100	Tls.100	Tls.117	12 p.c.

LATEST TELEGRAMS.

TELEGRAPHIC COMMUNICATION IN CHINA.

COPENHAGEN, JULY 12.—The Great Northern Telegraph Company has obtained from the Chinese Government the privilege of establishing a telegraph line over a distance of fifteen miles between Foochow and Pogoda Anchorage. The Chinese Government will undertake to protect the line.

THE WAR IN ATCHIN.

THE HAGUE, JULY 13.—An official despatch from the Governor of Java announces two positions occupied by the Atchinese have been captured by the Dutch navy, after a sharp engagement; the result being that the situation of the Dutch troops and their communication with the Atchin River is more secure than before. The losses on the side of the Dutch were four men; whereas the Atchinese lost nineteen killed. The Atchinese were prevented by a well-sustained fire from throwing up works in front of the Dutch posts.

MARKET REPORT.—CHINA.

SHANGHAI, JULY 16.—Grey Shirtings, 6½ catties, 8¼ lbs., Tls. 1.9.4; Cotton: Fair medium China, Tls. 9¾. Tea: Moderate business in Black, Green in fair inquiry. Silk: More active, but prices slightly lower; No. 3 Tsatlee, (Koonfongzing's) Tls. 405. Exchange on London: Bank bills, six m.s., 5s. 10¼d.

HONG KONG, JULY 16.—Grey Shirtings, 6½ catties, 8¼ lbs., $2.45; Cotton Yarn 16-24, $115. Tea: Canton market declining, prices at Foochow one tael lower. Exchange on London: Bank bills, six m.s., 4s. 3⅝d.

THE MAILS.

PRESENT INWARD MAIL.—BRINDISI, JULY 17.—The P. and O. Company's steamer Sumatra, with the homeward India and China mails, arrived here at 11.30 last night, and the mail left at 1.15 this morning for London.

HEAVY PORTION OF PRESENT INWARD MAIL.—ALEXANDRIA, JULY 13.—The P. and O. Company's steamer Mongolia left at 10 A.M. to-day, with the heavy India and China mails, and may be expected at Southampton about the 26th inst.

NEXT INWARD MAIL.—SUEZ, JULY 13.—The Messageries Maritimes Company's steamer Ava, with the inward French mails, from China and Japan, left here to-day for Port Said and Marseilles, at which latter port she may be expected on the 22nd inst.

INWARD MAIL DUE AUGUST 10.—GALLE, JULY 13.—The Messageries Maritimes steamer Iraouaddy, with the inward French mails from China and Japan, left here to-day for Aden.

OUTWARD MAIL OF JUNE 19.—GALLE, JULY 13.—The Messageries Maritimes steamer Sindh, from Marseilles on the 21st June, left here to-day for Singapore.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—July 13, off Hastings, from Rangoon, for Bremen, Carlisle; at Queenstown, from Akyab, Furness Abbey; at Flushing, from Akyab, Ystavat; at New York, from Hong Kong, Anna Dorothea; 16, at Queenstown, from Rangoon, Bedfordshire; at San Francisco, from Zebu, Memnon. The Agamemnon (str.) is expected to dock to-night; July 17, at Falmouth, from Akyab, Phineas Pendleton, Axel; from Rangoon, Northumbria; 14, at Texel, from Pasaroeang, Gesiena; 17, at Queenstown, from Java, City of Foochow; at New York, from Hong Kong, August; 18, at London, from Nagasaki and Hankow, Glenfalloch (str.); from Hong Kong, Francisco Calderon (str); at Queenstown, from Rangoon, G. R. Repetto; 16, at Bremerhaven, from Rangoon, Carl Ritter, Kale.

DEPARTURES.—July 16, from Liverpool, for Singapore, Cutwater; 17, from London, for Java, Eme; 16, from Cardiff, for Singapore, Bombay; 18, from London, for Singapore, China, &c., Paris (str.); 16, from Penarth, for Singapore, Gold Hunter; 17, from Swansea, for Galle, Excel; from the Clyde, for Singapore, Somerset; 15, from Cuxhaven, for Manila, Uli.

SPOKEN.—P. M. G. H. (Dutch), Flushing to Batavia, June 9, 2 N., 29 W.; Susan A. Blaisdell (barq.), New York to Java, June 2, 3 S., 26 W.

STEAMERS PASSED THE SUEZ CANAL.—July 17, Braemar Castle, from China and Singapore, for London; 6, Sumatra, from Java, for Liverpool; 6, County of Sutherland, from Java, for Brouwershaven; 9, Aurrera, from Philippines; 17, Glenfinlas, from Glasgow, for Singapore, China, &c.; 17, Charles Albert, from London, for Singapore and Japan; 17, Gordon Castle, from Hankow, for London.

A CORRESPONDENT informs us that the Taku Vice-Consulate is about to be withdrawn. This Vice-Consulate has now been established thirteen years, and so long as British steamers and sailing vessels are despatched to Tientsin and Taku, and while British subjects reside at Taku, the retention of the office is absolutely necessary at the present time, when there is a probability of a railroad being constructed to run between Taku and Tientsin, and Taku is likely to become an important commercial port, the withdrawal of the office would seem to be ill-advised. For political reasons it should most certainly be retained. Its withdrawal would in the eyes of the Chinese be a sign of the weakening of our *prestige*, and in the north of China, more especially at the present time, when the Chinese are endeavouring to compete with foreign commercial companies, and at the same time making every effort to rival foreign nations as a military power.

A STATEMENT having been made in some of the London papers that the treaty concluded by Sir ANDREW CLARKE, Governor of Singapore, with the native States of Perak and Laroot, had been ratified by our Government, we have authority for stating that no such ratification has taken place. The policy of these treaties requires the most careful consideration of the Government, and the Secretary of State for the Colonies in particular, and we are not surprised that Lord CARNARVON has found it impossible in the full swing of the Parliamentary Session to give the required time to the matter.

THE CHINA AND JAPAN MAILS, VIA SAN FRANCISCO.—In our last issue, under the head of "Latest Advices," we gave Yokohama dates to 23rd May, *via* San Francisco. It appears, however, that the Yokohama advices to 31st May brought by the China Trans-Pacific Steamship Company's steamer *Vancouver* to San Francisco were delivered in London on the 7th inst. in thirty-seven days, including two days' postal detention in America.

MESSRS. HENDERSON, COULBORN, AND CO., of Renfrew, have launched the *Normandy*, an iron screw steamer of about 1,000 tons and 160-horse power nominal, for the Eastern and Australian Royal Mail Company. She is intended for the company's mail service between Singapore and Sydney.

AT the Lecture-hall, Mildmay Park, London, on Tuesday, July 14, Mr. Edmund Wheatley, of the Chinese Customs' Service, gave a lecture, entitled "To China and Back in Sixty Minutes; with some account of what the missionaries and teetotalers are doing in the Middle Kingdom."

MESSRS. JOHN ELDER and Co. have launched from their shipbuilding yard at Fairfield, Govan, an iron screw-steamship of 3,000 tons register, and 400-horse power nominal, for the "Stoomvaart Maatschappy Nederland." The vessel was named the *Voorwaarts*.

THE China Trans-Pacific steamship *Vasco de Gama*, Captain J. F. Rice, arrived at San Francisco from Yokohama on the 11th inst., in sixteen days seventeen hours, and leaves again for Yokohama and Hong Kong on the 23rd inst.

THE "Nederland" Mail steamship *Prins van Oranje*, Captain Aukes, sailed from Southampton on the 14th inst. for Java, with a full cargo, 45 passengers, the Dutch mails, and £10,000 in specie from here.

THE Pacific Mail Company's steamer *Alaska*, with advices from Yokohama 5th ult., arrived at San Francisco on the 27th ult., and the mails reached London this morning.

MR. WILLIAM SIMPSON had the honour of submitting to the Crown Prince and Princess of Germany, at Marlborough House, his drawings of China, Japan, the Modoc war, Sedan, &c.

THE P. and O. Company have arranged for telegraphing passengers' arrivals at a cost of 20s. from China, Japan, &c.

Captain F. H. SHORTT, late Commodore at Hong Kong, has been placed upon the retired list,

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The "LONDON AND CHINA EXPRESS" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published Weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

The London & China Telegraph.

LONDON: MONDAY, JULY 20, 1874.

CHINESE RAILWAYS.

TAKING as his text a passage from the "Shoo King," a writer in the last number of the *China Review* contributes a particularly pertinent and sensible article on this subject. Recalling to the recollection of his readers the fierce opposition offered to progress in the early days of railway enterprise in our own country, he observes, "If less than "fifty years ago, and yet fresh in the memory of many "living people, the projectors of railways were regarded, "in the words of Mr. WILLIAM BROUGHAM, as 'maniacs "fit for Bedlam,' it is hardly too much to hope that before "long the shrill blasts of the railway whistle may be heard "in the plains of China, and the rush and whirl of the "locomotive become familiar to the myriads who inhabit "the crowded cities of the Middle Kingdom." Having pointed out that one of the first essentials of real progress in China is "the extinction of the power of the 'Literati,'" and having reminded us that, unlike his *confrère* in Japan, the Chinese official seeks only his own interest, and not that of his country, the writer turns in blank despair from the bare idea that the natives will in any way help themselves in the matter before us, and he concludes that the foreigner, and the foreigner alone, can be depended on to be "the pioneer of truth, and light, and progress in such a land of ignorance and prejudice." The question naturally arises as to how foreign influence can possibly be brought to bear on the subject, and our authority first discusses the case of the foreign *employés* of the Chinese Government, but while fully admitting that they have the good of the Chinese at heart, he observes that they are not free agents, being the paid servants of the very mandarins who are themselves the greatest bar to the development of civilising influences in the Celestial Empire. These mandarins, nevertheless, have shown themselves willing enough to adopt the suggestions of their foreign subordinates in what may be comprehensively termed *defensive* matters, the aim and object of which is not disguised, and "were railways "only another step towards the extermination of the "foreigner, instead of being one of the greatest class-"levellers in creation, and, therefore, so adverse to Chinese "exclusiveness, they would long ago have been introduced "into the country," together with dockyards, arsenals, foreign military drill, &c. To whom, then, shall we look? To the British Government, acting spontaneously and solely in the interests of universal civilisation? That quarter is hopeless, for they care for none of these things. Owing to a perverse concatenation of circumstances the position of the British merchants in the matter is worse and more helpless than it was two or three years ago, for though ready and eager to supply the requisite capital, they have, in defiance of all Treaty rights and stipulations, been authoritatively forbidden to purchase land away from the Treaty ports, and the power to do that is, of course, a *sine quâ non* and of primary consideration in any plans for the construction of a railway.

Having passed in review the obstructiveness of the Chinese authorities, the position of the foreigners they employ, and the indifference of the British Government to the subject, having "demonstrated the utter helplessness "of the British merchant in China, and the vanity of "looking to the private enterprise of the Chinese," the writer concludes that people in China must look *homewards*, to England, where far greater difficulties in the way of the introduction of railways were successfully overcome but half a century ago by the persistent efforts of a few resolute and energetic men. The writer in the *China Review* advocates the forming of an Association for the promotion of a Chinese railway, and points out the best course for its members to pursue, viz., to go to Parliament and the Government, and offering to guarantee funds, men, materials, and everything else, never to cease urging the necessity of concluding a Convention with the Chinese Government to enable them to construct a railway and to obtain the land required for the purpose. The words of his summing up on this point are so forcible that we quote them *in extenso*. "It is absurd," he says, "to reply that "such a Convention would be impossible. Firmness and "decision are the first qualities required for such an under-"taking. Let a special mission be sent out by our Go-"vernment for the purpose; let some new blood be intro-"duced into our stagnant Diplomatic Agency at Peking; "let men only be selected who have our cause at heart, "and let them be supported at every movement; and of "welcome, and assistance, and encouragement, to the very "utmost, they may be indeed assured from every mercan-"tile house in China. Shall we, then, be still content to "do nothing? Shall the 'fractious child' policy still "continue? and will people at home never believe that "China is one of the richest countries on the earth, and "that it requires but a few determined men to take an in-"terest in the subject, and the great kingdom can be "thrown open, with all its treasures, for the benefit and "profit of mankind?" We earnestly trust that these cogent remarks will not fall upon stony ground; and that ere long they may bear abundant fruit will, we are sure, be the heart-felt desire of every one who takes a true interest in the welfare of the Chinese.

THE WESTERN CHINA ROUTE.

A SECOND letter has been addressed by Captain RICHARD SPRYE to the Presidents of the various Chambers of Commerce of the United Kingdom, upon the subject of British trade with the Shans and Western Chinese by the direct land route from Rangoon, and Captain SPRYE considers that Baron RICHTHOFEN has, in his preference for the Tonking Songka river Route, refrained from noticing how much longer and more perilous the voyage is to the port at the Cuacum mouth of the Songka than it is to Rangoon, and that the advantages the Rangoon and Kiang Hung railway must possess over the China Sea and Songka River route are undoubted. The Captain dwells at length upon the richness of the Yunan province, and he quotes from many authorities on the subject, coupled with many geographical and statistical facts, which are very weighty arguments in his favour. The importance of the projected new route is earnestly urged in a commercial point of view, the long inland carriage in China and the many passing tolls, together with the risks in time of war, being deemed powerful reasons against the present route. Captain SPRYE quotes a letter from Admiral SHERARD OSBORN, which appeared in *The Times* in 1860, and in which the perils which our commerce in the China Seas would undergo in time of war are clearly put forth. "I will not," says Admiral OSBORN, "waste time in efforts to "impress upon official intellect what others have failed to "impress upon it, but will try and point out how home "and Indian trade with China may be carried on by a "shorter channel and one far less liable to capture in time "of war." It is to give every facility and every encouragement to the development of trade with Western China direct from the Bay of Bengal. It is a question as much for this country as for India.

With regard to the proceedings of the French in China an article from the Calcutta *Friend of India* is quoted in order to show the value of the Condore Islands in a military and naval sense. They are, says the writer of the article, to the Sea of China what the Isle of Perim is to the Red Sea. And in consequence of their proximity to the new French settlement of Saigon the French have very quietly occupied them. Mr. CHALONER ALABASTER, when coming round from Hong Kong to Calcutta in charge of the Chinese ex-Commissioner YEH, becoming aware of the French intention, reported it to the Indian Government, but the subject was shelved, consequently the French took

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possession of the islands, and Englishmen have to learn that in the event of war the whole China trade of England and India is at the mercy of France. Captain SPRYE pays a graceful tribute to the present Secretary of State for India, and concludes by hoping that numerous appeals made by the Chambers of Commerce to the Home Government will lead the Government of India to see that the days for exercising its power obstructively towards British commerce have now wholly passed away. Captain SPRYE includes in his letter copies of the communications addressed by him to the Duke of ARGYLL and Mr. GLADSTONE, which called forth a formal acknowledgment of receipt, and nothing more. A letter from the Marquis of SALISBURY, however, contains the satisfactory reply that Captain SPRYE'S letter has engaged the consideration of the Secretary of State in Council, and that a copy will be forwarded to the Government of India. Since the receipt of that communication it has been intimated that a despatch sanctioning the survey of the Kiang Hung route was about to be addressed by the Secretary of State to the Indian Government.

WE understand that Vice-Admiral KRANTZ, at present acting Governor of Cochin China, is to be replaced by Vice-Admiral RIBOURT, now on a special mission to New Caledonia. Vice-Admiral KRANTZ will resume charge of the French fleet in the China seas.

SIGNOR LOBO D'AVILA, who has been appointed Governor of Macao by the Government of Lisbon, has been for some time a member of the Cortes. The appointment is considered a very good one in the interests of the Portuguese colony.

THE Right Hon. W. H. GREGORY will, we understand, return to Ceylon by the next mail, to resume his duties as Governor.

Literature.

La Chine; Son Histoire, Ses Ressources. Par LOUIS STRAUSS, Consul Honoraire de Belgique. Paris: Auguste Ghio. 1874.

M. Strauss rightly considers that the interest which Europe takes in the affairs of the Far East is increasing every day, and for this and other reasons he desires in the volume before us to make the commercial and industrial classes of Belgium acquainted with the political, social, and economic situation in the Middle Kingdom, and thus to contribute his mite towards arousing a spirit of enterprise amongst his fellow-countrymen and towards developing their relations with the countries of Eastern Asia. With this laudable end in view he has just published this work, which appears to us to be more comprehensive in its range of subjects than any other single book of its size on China with which we are acquainted. He divides his work into three main portions, viz. (1), the History of China; (2), China and its Inhabitants; (3), Products.

M. Strauss treats the History of China as being most properly divisible into four periods of very irregular length. The first period, from B.C. 3,000 to A.D. 220, comprehending what he terms the first dynasties, he disposes of in a somewhat summary manner in thirteen pages. In eleven more pages he brings us down to A.D. 1368, giving a rapid sketch—to quote his own words—of the power of the Eunuchs, Troubles and Material Progress. We may mention that he considers the epoch of the Tang dynasty, A.D. 620 to 906, to be one of the most brilliant in the history of the Celestial Empire. The licence which had reigned under previous Sovereigns gave place to virtue and heroism. Chinese colonies established themselves in Thibet, Mongolia, Korea, and the Lewchew Islands. The Island of Hainan, colonised under the Han Dynasty, Tonkin, Cambodia, and Cochin-China, were added to the Empire, one after another, by conquest, treaty, or voluntary submission. Agriculture and industry, too, made rapid strides under the paternal administration of this dynasty. M. Strauss next treats briefly of the Ming Dynasty, A.D. 1368 to 1646, and finally he goes with more minuteness into the history of the Manchu Dynasty, which now occupies the Dragon throne. Of the most famous Emperor of this period our author observes:—Kang-hsi died in 1722, after a reign of sixty years; his liberal and enlightened ideas on political subjects facilitated the submission of the cities of the South, and the definitive establishment of the Manchu Tartars on the throne of China. In his reign a frontier and commercial treaty was negotiated with Russia. On his death he left the Empire to his fourth son, Yung-chêng, so celebrated in the history of China for the wisdom of his government, and, throughout the whole world, for the expulsion of the Jesuits. Difficulties with foreigners occurred during his reign; but, says M. Strauss, it was reserved for his son and successor, Chien-lung, to close the gates of his Empire to the civilisation of the West; his reign, A.D. 1736-1796, was one of the longest and most brilliant in the history of his country. Of the occurrences during the reigns of this monarch's successors in the present century it is unnecessary to speak, and we think M. Strauss would have done wisely had he dealt more concisely with them.

In addressing himself to the second portion of his subject, our author remarks that this Empire, the most populous on the face of the earth, and also the most vast, if we do not reckon the deserts comprehended in the Russian Empire, is divided into four parts, viz., China, properly so called, the kingdom of Korea, Chinese Tartary and the tributary countries. China Proper, we need hardly mention, consists of eighteen provinces, of which, in his statistical table, M. Strauss estimates the population to amount, twenty-two years ago, to 536,909,300. These figures are simply preposterous, and, we should imagine, overshoot the mark by nearly 200,000,000. Though in the main he is fairly accurate, we must dissent from some of our author's statements under the head of *La Famille*, and we think that he has dealt with that important question in too off-hand a manner. Fancy, too, such a subject as the Chinese language being disposed of in a page and a half! He next passes in review, dealing but briefly with each, such matters as Government and Society, Schools and Literary Institutions, Religions, Justice, Arts, Sciences. He then treats of what he terms *Renseignements Hydrographiques*, speaking successively of peninsulas, islands, mountains, rivers, and means of communication (under which heading he reproduces the old error that *Yangtsze* means *Son of the Ocean*,—a statement which shows that he is not acquainted with Chinese characters), of lakes and canals, incidentally informing us that the Grand Canal was begun in 1289, and finished in 1409; and finally he says a few words on the subject of railways.

In the third division of his work M. Strauss discusses at length the products of the Chinese Empire, making a few remarks, by way of preface, on the climate and agriculture; of the latter, he observes that it has been held in honour from time immemorial, and is elevated by law and custom above all the other professions. Further, an edict of the Emperor Yung-cheng conferred honours and recompenses on all who should clear uncultivated lands; and although the Sovereign is regarded as the proprietor of the soil, yet the cultivator only pays to the State an impost in the nature of a tenth. Our space will not admit of our attempting to follow our author through his remarks on all the varied products of the vast empire of which he is writing, but the reader will find that he has some observations, of greater or less length, to make about almost every conceivable article of commerce, from fruits and vegetables up to tea and silk. *Animaux domestiques et Faune* come in for a large share of his attention, nor are ornithology and icthyology neglected. M. Strauss next gives some account of the mineral products of China, and he has collected together much information respecting coal, iron, copper, the precious metals, &c., &c., of which it is not possible to give even an analysis here. Having made sundry remarks on industry, wages, and such like topics, he lays before his readers some tables of the imports and exports at the Treaty ports of China, together with a few observations on commercial matters generally; and he concludes his work with a short appendix on the weights, measures, and money in use in China; and here he gives us one or two curious pieces of information, viz., that instruments for weighing were employed in the Middle Kingdom as far back as the twelfth century B.C., and that the Chinese foot, or unit of length, was adopted by the Emperor Huang-ti about B.C. 2,600, the division into inches taking place some 300 years later.

M. Strauss deserves much credit for the industry and care which he has expended on the volume before us; but, in taking leave of his book, we must express our regret at the unintelligible manner in which Chinese words are reproduced. We were, of course, prepared for the usual vagaries of French pronunciation; but our author, apart from inconsistency, is more hopeless in this respect than French writers commonly are. To quote but one instance of his method of rendering Chinese sounds, who would understand that *Ta-Tshieng-kwaw* was intended to represent the Chinese characters for "the Kingdom of the Great Pure Dynasty?"

Mr. Benjamin Smith Lyman, who left this country for Japan last year in order to make geological surveys for the Japanese Government, has sent home a preliminary report of the survey of Yesso. With one exception all the surveyors were Japanese. The *Bulletin* of the Imperial Academy of St. Petersburg is publishing a series of papers entitled "Diagnoses Plantarum norarum Japoniæ et Mandshuiæ." They are contributed by M. Maximowicz, and are a valuable addition to our knowledge of the Flora of Japan and Mantschouria. A work entitled "La Province de Smyrne," from the pen of Mr. Charles de Scherzer, Consul-General for Austria at Smyrna, has just been published. Mr. de Scherzer was a member of the *Novara* Expedition in 1868 to Siam, China, and Japan.

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THE ORDEAN STABLE.

(To the Editor of the *London and China Telegraph*,)

SIR,—Your correspondent "Δ," who objects so much to a peer of the realm "flogging the dead horse" of the Straits, has evidently no objections to tying up the animal to his own triangle; for, certainly, while protesting that nobody in the Straits now cares for Sir H. Ord, who is "almost forgotten and therefore forgiven" there, he rakes up all the worst scandals of his administration in a manner that shows that he, at all events, has neither forgiven nor forgotten him or them. He seems, however, to resent Lord Stanley's interference when "no petition or formal complaint" had been preferred by the Straits people. But when did any ever emanate from them? Besides, are "Δ" and his constituents invested with the prerogative of condonation? And is a member of the grand inquest of the nation, who discovers great abuses, bound to hold his peace until he receives a brief? Let the colonists in future take a more active and intelligent part in the conduct of their own affairs; let them especially look after their representatives, the non-official members, and we shall hear no more of performances such as "Δ" does not like anybody but himself to expose. Meanwhile let us observe what Lord Stanley's drift really was. He had obviously nothing to do with Sir H. Ord or with the Colonists. It was the Colonial-office that he called to account, and this was the burden of his case:—A colony is kept in hot water for years. With a revenue of £300,000, no less than £50,000 is devoted to a Governor's palace, and £60,000 or £70,000 more to steamers. Worse still, a reprehensible practice of diverting public money from the objects to which it was destined to others more congenial to the Governor's tastes or wants is resorted to. Another bad practice, that of receiving presents, is introduced. In one instance, a payment is ordered to a favourite dependent which nothing could justify, which the Treasurer objected to and which the Colonial-office ordered to be refunded. Are these tales true? Has the Colonial-office investigated them? Will it do so? Or if it has already done so, will it produce its version of the facts and its decisions on them? This was the sum and substance of Lord Stanley's speech, and its object was manifestly to call to account the Minister of the Crown who is responsible for the good government of the Colonies.

And what was the answer? Lord Carnarvon refused a new enquiry indeed, but he promised all the correspondence which can throw light on the conduct of the Colonial-office as well as on that of the Governor. And in the mean time both he and the late Colonial Minister made speeches which left no doubt about the main facts, or the disapprobation which they had excited. "Δ" may consider all this "a sad waste of time," but those who love justice, however tardy, and those who know that publicity is an appropriate reward for evil as well as for good, will probably be of opinion that Lord Stanley rendered a great public service, and deserves the cordial approval of all classes for having dragged the doings of the late Straits executive before the bar of English public opinion.—I am, &c., A. B.

July 14.

THE ATCHIN WAR.

(THE HOUR.)

There is an old leaven of discontent which has fermented in the distant East between the English and the Dutch. Recent diplomacy has not improved matters, and while the Atchinese Sultan had his grievance against us, it is the popular opinion in Sumatra that the English officials at Singapore and Penang looked coldly upon the efforts of the Dutch to crush out the vestiges of Mohammedan rule in Atchin. It is said that the Chinese, who now swarm in the Indian Seas and form the bulk of the trading class, are bitterly hostile to the Dutch, and that they combine with the fanatical or "Arab" Mussulman party in bazaar intrigues against Dutch interests. M. Reville even states, though we should be loth to credit such an assertion without definite confirmation, that the Penang telegrams to Europe during the Atchinese war were believed to be coloured by an unfriendly feeling towards Holland. Whatever may be the truth of this rumour, it in any case indicates elements of political embarrassment in the Malayan Archipelago. We are apt to forget in England that the Kingdom of the Netherlands possesses a Colonial Empire of twenty millions of souls, with exports of the annual value of £12,000,000. The Dutch East Indies are a firmly-welded Empire, and are strengthened by the geographical concentration of the main islands of the Archipelago. Java has always been the most precious jewel in the colonial possessions of Holland. Not to mention numerous smaller islands, we find Celebes to the south of Java, and Sumatra, now for all practical purposes wholly under the Dutch dominion, on the north. To this we must add the partial rights of sovereignty which the Dutch assert over Papua or New Guinea. We are quite ready to agree with M. Reville that a limit should be put to international jealousies, and that the European Powers should recognise in the Dutch Colonial Empire what we ourselves claim to exercise in India—the beneficent and civilising influences of a superior race. But there are political precautions which savour not of jealousy but of wisdom, and we think that public attention should be drawn to the subject when M. Reville coolly annexes Borneo upon paper to the Dutch East Indies. He admits, it is true, that the extent of Dutch authority in that island is only partial. But it will be the fault of the English Government if they ever allow the friendly sovereignty of the successor of Rajah Brooke to be divorced from the protection of the British Crown. Of course the power of the Rajah of Sarawak is confined to a portion of the island, and he may not strictly be a feudatory of the British Empire. All we say is that, through a friendly Rajah, himself an Englishman by blood, we have a footing in Borneo, and we should be very careful that there and elsewhere in the Malayan Archipelago we do not lose ground through apathy or perverted policy. Though weak in Europe, the Dutch are by no means contemptible rivals when once the Straits of Malacca are passed. In the Indian Seas they are relatively strong, and the fact of our growing unpopularity whenever we come in collision with the Dutch in the East should make us anxious to guard against the decadence of our *prestige* and our commerce. Even should the Dutch be always friendly or pacific, we must remember that, if they were to combine with some other naval Power, they might give us grievous trouble. The duty before us is plain. It is to collect accurate information as to our interests in the Malayan Archipelago, and as to all forces which may operate prejudicially to our trade or legitimate political influence. This being done, we should adopt a firm and consistent Colonial policy, and always keep the route on the high seas clear from our Indian Empire to the Australian Continent.

HOUSE OF LORDS.

—o—

COURTS (STRAITS SETTLEMENTS) BILL.

(17th.) On the motion for considering the Commons' amendments on this Bill, Lord STANLEY of ALDERLEY said this Bill had as yet received no discussion, for the noble earl (the Earl of Carnarvon) never answered the objections which he made to its principle, and when it passed through Committee he was too much disconcerted by the discussion which preceded that of this Bill to make effectual opposition to the vague and dubious expression of "civilised Powers," which had now disappeared from the Billl. But, so far as the country was concerned, this Bill, in all its stages, had passed through a Secret Committee, for neither the country nor their lordships knew anything of what occurred with regard to it in the other House beyond the fact recorded in the minutes that the Solicitor-General of the late Government put down a notice for the rejection of the Bill. How had these amendments come to pass? Three hypotheses were possible; either they were carried by a majority, which was improbable with the large majority the Government possessed, or the Secretary of State's colleagues and Under-Secretary threw over the "civilised Powers" as untenable and indefensible; or, more probably, the noble earl, after calm reflection, notwithstanding that he had appeared in Committee to be so enamoured of the term "civilised Powers," withdrew it himself. He must remind their lordships that there was no similarity between the state of things attempted to be set up by this Bill and the extra-territorial jurisdiction which existed in Turkey and China and other countries. There an immunity from local jurisdiction existed in favour of foreigners, because it had been freely granted by the Ottoman Emperors in the plenitude of their power, and in China and other countries it had been conceded after negotiation. Here, on the contrary, no immunity was sought for on behalf of our own subjects, but it was sought by an Act of Parliament to assume jurisdiction over foreigners for acts done by them in a foreign country, and this without the consent, or even the knowledge, of their own Sovereigns. There was an additional reason why their lordships should not pass a Bill which legislated for another country, without its knowledge or consent, and that was the bad precedent which they would be setting, and which at this moment might be imitated. He asked their lordships not to proceed any further with this Bill, because, in the words of a petition which he had presented against it, "it proposed to do what is inherently and in the nature of things impossible, since by the law of nature and of nations no Sovereign could have any legal authority out of his own territories. To pretend, therefore, to confer such authority is an usurpation and an act of violence, the more dangerous as it is clothed with an appearance of legality by being put into the shape of an Act of the Legislature." Having argued at some length that this Bill was an infraction of the Law of Nations, he then said that, leaving the Law of Nations, he desired to ask their attention to other considerations. The public here, and also in the Straits, had got the idea that this Bill was part of, and connected with, the engagements recently made in Perak and Salangore. Though this was not the case, it would be impossible to persuade them otherwise; and it would be still more difficult to convince the public and the Sovereigns of Burmah, Siam, and China that this was not the case; and when all the other objections to this Bill were taken into consideration, it could hardly be thought worth while to pass it at the risk of creating alarm and disquietude, and interposing fresh obstacles to the advance of trade in all those countries. The principle of the Bill had received no discussion. The Bill was not a Government Bill. The noqle earl (Carnarvon) told the House on a former occasion that it had been drawn up by the Straits Attorney-General. Half the Bill, or half the offenders intended to be brought under its effects, had been lost by the Commons' amendments limiting it to natives of the Malay Peninsula, and excluding the Chinese. The noble lord concluded by moving that the Commons' amendments be considered this day three months.

The Earl of CARNARVON said that all the amendments of the Commons did was to define more accurately the class of subjects to be brought within the Bill. Their Lordships then divided on the question that the amendments of the Commons be now considered:—

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The Commons' amendments were then agreed to.

THE Commercial Steamship Company have received a telegram announcing the total loss of the fine steamer *Wyberton*, through collision with the Spanish steamer *Buena Ventura*. The disaster occurred about twenty-tive miles south of Suez; the crew, fortunately, being saved. The *Buena Ventura* forms one of Messrs. Olano, Larrinaga, and Co.'s line of steamers between Liverpool and Manila, and sailed from the former port on the 17th ultimo.

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BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BROWN—On the 23rd April, at sea, on board the O.S.S. *Patroclus*, the wife of the Rev. G. Brown, of a son, who died the same day.

COLLEDGE—On the 8th June, at Singapore, the wife of W. Colledge, of a daughter.

CROCKETT—On the 10th July, at Cornwall-road, Westbourne-park, the wife of Rowland H. Vaughton Crockett, of a daughter.

DONALDSON—On the 3rd June, at Singapore, the wife of Alex. H. Donaldson, of a daughter.

HOMAN—On the 16th July, Mrs. Frank Homan, of Greta House, Finchley, of a daughter.

HOLMES—On the 29th May, at Kowloon, the wife of H. J. Holmes, solicitor, of a daughter.

HOWARD—On the 21st May, at Chefoo, the wife of W. C. Howard, I.M. Customs, of a daughter.

KIRCHHOFF—On the 9th July, at Shanghai, the wife of H. Kirchhoff, of a daughter.

KIDD—On the 16th May, at Hong Kong, the wife of the Rev. R. Hayward Kidd, Colonial Chaplain, of a daughter.

McDONALD—On the 14th May, at Tientsin, the wife of J. McDonald, I.M. Customs, of a daughter.

PEDDER—On the 17th May, at Amoy, the wife of William Henry Pedder, of a son.

TOWNEND—On the 9th July, at Southborough, Tunbridge Wells, the wife of Edward Townend, of Hankow, China, of a son.

MARRIAGES.

BLAKENEY—SHERWOOD.—On the 15th July, at St. Simon's Church, Southsea, by the Vicer, the Rev. F. Baldey, assisted by the Rev. H. F. Ralph, M.A., Vicar of Little Horwood, Bucks, cousin of the bride, and the Rev. W. S. Bruce, M.A., Rector of St. John's, Bristol, William Blakeney, Esq., R.N., of the Admiralty, and Barongrove, Mitcham, Surrey, to Mary Aspinall, eldest surviving daughter of the late Rev. W. Sherwood, M.A., of St. James's, Bradford, Yorks, formerly Lieut. R.N.

BOINVILLE—COWAN.—On the 23rd May, at the French Consulate, afterwards at H.B.M.'s Legation, Yokohama, by the Rev. William W. Parry, of H.M.S. *Iron Duke*, Charles Alfred, eldest son of Rev. C. A. Chastel de Boinville, of Kingston-on-Thames, to Agnes, youngest daughter of W. Cowan, banker, Ayr.

CRAIGIE—SYM.—On the 22nd May, at the British Legation, Yedo, by the Rev. W. B. Wright, M.A., Wm. Craigie, M.A., Professor of English at the Imperial College of Engineering, Yedo, to Jessie Cowan, second daughter of the late Henry Sym, of Ayr.

DYER—FERGUSON.—On the 23rd May, at H.M.'s Legation, by the Rev. William W. Parry, of H.M.S. *Iron Duke*, Henry Dyer, C.E., M.A., &c., Principal of the Imperial College of Engineering, Tokio, to Marie Aquart, eldest daughter of D. Ferguson, of Glasgow

FRASER—CHARLESLY.—On the 4th June, at Christ Church, Galle Face, Colombo, by the Rev. William Clark, Angus Fraser, of the Oriental Bank Corporation, Colombo, to Blanche Anne, eldest daughter of W. P. Charlesly, M.D., M.R.C.S., Principal Civil Medical Officer and Inspector-General of Hospitals, Ceylon.

KAYE—HUGO.—On the 11th July, at St. Mark's Church, St. Heliers, Jersey, by the Rev. F. A. Rey, William Kaye, lately of the Chartered Bank of India, Hong Kong, to Julia, second daughter of the late H. R. Hugo, of St. Heliers.

MOSES—ZAKARA.—On the 28th May, at Sourabaya, at the Stadts Kerk, by the Rev. Mr. Balsam, Mr. Aristarchus C. Moses, of Singapore, to Sophia Ann, eldest daughter of Geo. A. Zakara, late of Batavia.

PERRINS—ST. LEGER.—On the 14th July, at St. Peter's, Dublin, by the Rev. J. H. Monahan, D.D., assisted by the Rev. W. MacSorley, Charles G. Perrins, Commander in the Peninsular and Oriental Company's Service, to Josephine, only daughter of the late John G. St. Leger, of Rathmines House, Dublin, and granddaughter of the late Hon. Col. St. Leger.

PETO—FULLER.—On the 16th July, at St. Peter's, Eaton-square, by the Rev. J. M. Fuller, brother of the bride, assisted by the Rev. G. H. Wilkinson, Vicar, Henry Peto, of the Inner Temple, barrister-at-law, eldest son of Sir S. Morton Peto, Bart., to Mary, younger daughter of the late Rev. Thomas Fuller, of 1, Eaton-place.

DEATHS.

BIRD—On the 12th July, at Barton House, Warwickshire, from abscess of the liver, contracted in China, Robert Wilberforce Merttins Bird, barrister-at-law, aged 29 years.

BEHNCKE—On the 27th May, at Pootung, suddenly, Mr. Henry Behncke, of the firm of Morrice, Behncke and Co.

BRETT—On the 24th June, on board the steamer *Tigre*, off Naples, on his homeward voyage from Shanghai to England, Albert Lyney Brett, of the Imperial Chinese Civil Service, in the 29th year of his age.

CAMPBELL—On the 13th May, at Shanghai, Archibald Campbell, of the late firm of Fletcher and Co., of China.

CAREY—On the 15th July, at Le Vallon, Guernsey, Laurence St. George Carey, of Le Vallon, Ceylon, aged 28.

CRAB—On the 3rd June, at Singapore, Allegonda, only daughter of A. A. van der Crab, aged 11 years.

FRASER—On the 13th July, after thirty-six hours' illness, Frances, the beloved wife of Alexander Fraser, of Buckhurst-hill, aged 44.

HARDIE—On the 25th May, at Cambogia, near Saigon, David Hardie, Agent, Hong Kong and Shanghai Banking Corporation, Saigon, aged 27.

JERNINGHAM—On the 16th July, at Southampton, the Hon. William Stafford Jerningham, fifth son of the late Right Hon. George, Lord Stafford, Her Britannic Majesty's Minister Resident and Consul-General to the Peruvian Republic.

KENNEDY—On the 15th July, at 17, Sloane-street, Isabella, the infant daughter of Henry George Kennedy, aged 15 days.

MOLTINA—On the 26th May, at Kobe, Albert Moltina, a native of Sydney, aged 33 years.

PEDDER—On the 27th May, at Amoy, the infant son of William Henry Pedder, aged ten days.

SPICER—On the 20th May, at Hong Kong, Peter Spicer, later of Western Australia, in his 73rd year.

SPALDING—On the 11th July, at Lennox House, Blackheath-park, Ann Seger, the beloved wife of Henry B. Spalding.

TAYLOR—On the 17th May, at Ohno, Japan, Elizabeth Robertson, wife f John Taylor, a native of Scotland, aged 30 years.

THIRKELL—On the 22nd May, at Yokohama, Thomas Thirkell, of Lnodon, aged 54 years.

WINTHROP—On the 15th July, at Batheaston Lodge, Bath, Hay Erskine Shipley Winthrop, Captain R.N., eldest son of the late Admiral Winthrop, in his 59th year.

Monetary and Commercial.

Reports have been current as to the failure of further firms in China, both English and German, but nothing authentic has been received in the late telegrams, and there appears to be no foundation for the rumours.

Messrs. Schroder and Co. announce that the half-yearly interest, due 1st proximo, on the Imperial Government of Japan Customs Loan for £100,000 will, together with the bonds drawn on the 7th May last, be paid on and after that date.

The prospectus has been issued of the Minho District Railway Company (Limited), which has been formed with a capital of £260,000, in 26,000 £10 shares, for the purpose of constructing a railway, twenty miles in length, from St. Martinho to Guimaraes, in the province of Minho, Portugal. The line is under special concession from the King of Portugal, and will join the Douro-Minho Railways at St. Martinho, now being constructed by the Government. The junction will also connect the company's line with the Lisbon and Oporto Railway.

The directors of the General Credit and Discount Company announce the usual interim dividend at the rate of 5 per cent. per annum. The deposits held on the 30th June by the company amounted to £5,439,728, and the acceptances for customers against securities to £598,162.

The directors of the Standard Discount Company announce a dividend at the rate of 12 per cent. per annum, a balance of £5,637 being carried forward to the next account.

The stoppage is announced of Messrs. Grant, Brodie, and Co., commission merchants, of East India-avenue, a firm established, in 1860, but the amount of their liabilities has not yet transpired. The books have been placed in the hands of Messrs. Turquand, Youngs and Co., the accountants. The failures of Messrs. Hopper, Radcliffe, and Co., of Sunderland, with liabilities estimated at upwards of £120,000, and of Messrs. J. and E. Robinson, paraffin oil manufacturers, Canal Bank, Port Dundas, with liabilities amounting to £30,000, are also reported.

The steamer *Canton*, with new season's Teas, which has been wrecked while on her voyage from Foochow for London, registered 1,741 tons, with engines of 200-horse power, and was built at Sunderland in 1871. The total amount of the loss has not yet been ascertained, but it is doubtless very heavy. Most of the insurances, it is believed, have been effected with the various companies, the desire to take risks at Lloyd's upon steamers trading through the Suez Canal having considerably dimniished of late.

The Black Sea telegraph cable between Constantinople and Odessa has been opened at a charge of f.12 for twenty words.

The bullion per P. and O. steamer *Hydaspes*, which left Southampton July 16, was, in gold, to Galle, £1,740; in silver, to Shanghai, £54,306; to Hong Kong, £63,854; to Singapore, £35,290. Total in gold, £1,740; in silver, £153,450.

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendels's tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th July, 1874, compared with the corresponding periods of the two preceding years :—

HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 16th July, 1874, 6,660,092 yards; for the twelve months, 120,338,878 yards; for the twelve months, 1873, 86,126,581 yards; for the twelve months, 1872, 88,791,180 yards. Increase for 1874 against 1873, 34,212,297 yards.

COLOURED COTTONS.—Export for the month ended 16th July, 1874, 278,480 yards; for the twelve months, 5,138.133 yards; for the twelve months, 1873, 4,333,313 yards; for the twelve months, 1872, 2,070,114 yards. Increase for 1874 against 1873, 804,820 yards.

PRINTED COTTONS.—Export for the month ended 16th July, 1874, 43,748 yards; for the twelve months, 1,145,265 yards; for the twelve months, 1873, 1,762,441 yards; for the twelve months, 1872, 2,956,289 yards. Decrease for 1874 against 1873, 617,176 yards.

COTTON YARN.—Export for the month ended 16th July, 1874, 1,228,540 lbs.; for the twelve months, 11,583,556 lbs.; for the twelve months, 1873, 8,471,935 lbs.; for the twelve months, 1872, 8,510,448 lbs. Increase for 1874 against 1873, 3,111,621 lbs.

SHANGHAI.

PLAIN COTTONS.—Export for the month ended 16th July, 1874, 18,308,179 yards; for the twelve months, 249,991,971 yards; for the twelve months 1873, 267,924,960 yards; for the twelve months 1872, 317,431,931 yards. Decrease for 1874 against 1873, 17,932,989 yards.

COLOURED COTTONS.—Export for the month ended 16th July, 1874, 743,880 yards; for the twelve months, 15,783,265 yards; for the twelve months 1873, 17,054,009 yards; for the twelve months 1872, 8,581,882 yards. Decrease for 1874 against 1873, 1,270,644 yards.

PRINTED COTTONS.—Export for the month ended 16th July, 1874, 183,678 yards; for the twelve months 5,439,082 yards; for the twelve months 1873, 8,656,325 yards; for the twelve months 1872, 8,759,407 yards. Decrease for 1874 against 1873, 3,217,243 yards.

COTTON YARN.—Export for the month ended 16th July, 1874, 98,450 lbs.; for the twelve months, 704,541 lbs.; for the twelve months 1873, 1,787,252 lbs.; for the twelve months 1871, 949,050 lbs. Decrease for 1874 against 1873, 1,082,711 lbs.

JAPAN.

PLAIN COTTONS.—Export for the month ended 16th July, 1874, 1,407,308 yards; for the twelve months, 34,398,550 yards; for the twelve months 1873, 34,041,874 yards; for the twelve months 1872, 22,696,553 yards. Increase for 1874 against 1873, 356,676 yards.

COLOURED COTTONS.—Export for the month ended 16th July, 1874, 320,317 yards; for the twelve months, 2,918,938 yards; for the twelve months 1873, 6,243,244 yards; for the twelve months 1872, 2,390,409 yards. Decrease for 1874 against 1873, 3,324,306 yards.

PRINTED COTTONS.—Export for the month ended 16th July, 1874, 33,600 yards; for the twelve months, 706,692 yards; for the twelve months 1873, 3,402,792 yards; for the twelve months 1872, 1,285,198 yards. Decrease for 1874 against 1873, 2,696,100 yards.

COTTON YARN.—Export for the month ended 16th July, 1874, 1,033,620 lbs.; for the twelve months, 11,804,225 lbs.; for the twelve months 1873, 13,223,644 lbs.; for the twelve months 1872, 11,164,259 lbs. Decrease for 1874 against 1873, 1,419,419 lbs.

SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 16th July, 1874,

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7,584,678 yards; for the twelve months, 82,931,513 yards; for the twelve months 1873, 62,883,416 yards; for the twelve months 1872, 61,798,669 yards. Increase for 1874 against 1873, 20,048,097 yards.

COLOURED COTTONS.—Export for the month ended 16th July, 1874, 336,019 yards; for the twelve months, 5,170,487 yards; for the twelve months 1873, 4,929,781 yards; for the twelve months 1872, 4,932,064 yards. Increase for 1874 against 1873, 240,706 yards.

PRINTED COTTONS.—Export for the month ended 16th July, 1874, 383,582 yards; for the twelve months, 3,399,778 yards; for the twelve months 1873, 3,315,806 yards; for the twelve months 1872, 4,032,904 yards. Increase for 1874 against 1873, 83,972 yards.

COTTON YARN.—Export for the month ended 16th July, 1874, 170,330 lbs.; for the twelve months, 1,842,945 lbs.; for the twelve months 1873, 2,130,359 lbs.; for the twelve months 1872, 1,586,798 lbs. Decrease for 1874 against 1873, 287,414 lbs.

BATAVIA.

PLAIN COTTONS.—Export for the month ended 16th July, 1874, 2,931,989 yards; for the twelve months, 30,677,618 yards; for the twelve months, 1873, 19,891,009 yards; for the twelve months, 1872, 19,013,086 yards. Increase for 1874 against 1873, 10,786,609 yards.

COLOURED COTTONS.—Export for the month ended 16th July, 1874, 824,787 yards; for the twelve months, 8,761,802 yards; for the twelve months 1873, 10,990,441 yards; for the twelve months 1872, 8,919,830 yards. Decrease for 1874 against 1873, 2,228,639 yards.

PRINTED COTTONS.—Export for the month ended 16th July, 1874, 793,517 yards; for the twelve months, 6,479,487 yards; for the twelve months 1873, 10,162,405 yards; for the twelve months 1872, 9,971,918 yards. Decrease for 1874 against 1873, 3,682,918 yards.

COTTON YARN.—Export for the month ended 16th July, 1874, 55,200 lbs.; for the twelve months, 637,244 lbs.; for the twelve months 1873, 634,160 lbs.; for the twelve months 1872, 453,014 lbs. Increase for 1874 against 1873, 3,084 lbs.

MANILA.

PLAIN COTTONS.—Export for the month ended 16th July, 1874, 1,522,535 yards; for the twelve months, 22,707,070 yards; for the twelve months 1873, 13,667,741 yards; for the twelve months 1872, 10,298,727 yards. Increase for 1874 against 1873, 9,039,329 yards.

COLOURED COTTONS.—Export for the month ended 16th July, 1874, 1,108,317 yards; for the twelve months, 14,370,628 yards; for the twelve months 1873, 14,930,277 yards; for the twelve months 1872, 8,229,193 yards. Decrease for 1874 against 1873, 559,649 yards.

PRINTED COTTONS.—Export for the month ended 16th July, 1874, 306,338 yards; for the twelve months, 3,613,306 yards; for the twelve months 1873, 1,816,934 yards; for the twelve months 1872, 318,426 yards. Increase for 1874 against 1873, 1,796,372 yards.

COTTON YARN.—Export for the month ended 16th July, 1874, 125,576 lbs.; for the twelve months, 959,634 lbs.; for the twelve months 1873, 560,100 lbs.; for the twelve months 1872, 483,641 lbs. Increase for 1874, against 1873, 399,534 lbs.

CEYLON.

PLAIN COTTONS.—Export for the month ended 16th July, 1874, 2,124,694 yards; for the twelve months, 36,112,008 yards; for the twelve months, 1873, 27,630,656 yards; for the twelve months 1872, 29,345,128 yards. Increase for 1874 against 1873, 8,481,352 yards.

COLOURED COTTONS.—Export for the month ended 16th July, 1874, 268,875 yards; for the twelve months, 3,141,349 yards; for the twelve months 1873, 1,613,174 yards; for the twelve months, 1872, 2,028,914 yards. Increase for 1874 against 1873, 1,528,175 yards.

PRINTED COTTONS.—Export for the month ended 16th July, 1874, 75,450 yards; for the twelve months, 2,649,104 yards; for the twelve months 1873, 3,979,422 yards; for the twelve months, 1872, 3,820,025 yards. Decrease for 1874 against 1873, 1,330,318 yards.

COTTON YARN.—Export for the month ended 16th July, 1874, 61,268 lbs.; for the twelve months, 361,700 lbs.; for the twelve months 1873, 314,894 lbs.; for the twelve months 1872, 174,312 lbs. Increase for 1874 against 1873, 146,806 lbs.

ARTICLES OF IMPORT.

TEA.

The new black leafs, per Glenartney, from Hankow, were partially offered on the 16th inst., and as the trade were bare of stock, there was a good demand for all grades, which was met by importers—the Agamemnon being reported off the coast. Opening sale, a useful to medium Oonam in half-chests at 1s. 9d., followed by a very preferable tarry Pekoe-flavoured Tea in chests at 1s. 10d.; subsequent sales ranged up to 2s. 4½d. for 510 half-chests, a rich and full malty burnt tea, buyer securing the counterpart of 600 half-chests "to arrive" at the same money. Later in the day business was done so low as 1s. 6½d., and several parcels desirable to fine quality from 1s. 10d. to 2s. 1½d. per lb., closing sales showing a decline. The day's business estimated at 7,000 to 8,000 packages. On the 17th several parcels extra fine Ningchow were on offer from 2s. 10d. to 8s. per lb., but it is a question whether such prices being paid for Home use, and failing business here, teas will be forwarded to the Continent. A quieter feeling was apparent later in the day; a catalogue of 818 half-chests and 753 boxes Congou, ex Glenartney, offered without reserve, realised 1s. 9d. to 1s. 9¼d., and 1s. 11d. to 1s. 11½d. per lb. respectively, being full rates. The selling broker announced a similar sale per Agamemnon for to-day (Monday).

Messrs. James Goddard and Co.'s Circular says:—The market has shown no change for the week; little or no business has been doing privately. Canton made Congous have been dealt in without any improvement in value. Scented Teas, especially Capers, are heavy of sale, and still forced at auction. Green and Indian Teas are without any feature to report. Public sales were held on 13th and 14th inst., when 17,457 packages were offered, 15,143 without reserve. New-make Congous obtained 1s. 1d. to 1s. 1¾d.; Scented Caper again went easier, from 11¾d. to 1s. 5½d. Two breaks of fine Souchong, counterpart sold at 2s. 4d., realised 1s. 8½d. to 1s. 9d. Foochow siftings old import obtained 4¾d. to 5¾d. Deliveries from London, from 1st to 13th inst. inclusive, or eleven days, 5,400,000 lbs., against eleven days, 1873, 5,624,454 lbs. Imports, deliveries, and stocks in London, from Jan. 1 to June 30:—

Imports.		Deliveries.		Stocks.	
1873.	1874.	1873.	1874.	1873.	1874.
56,107,602	44,551,359	81,478,011	80,275,576	64,128,722	53,573,346

The Board of Trade Returns for June show an increase in the imports of Tea of 778,235 lbs., as compared with the same month in 1873, while, on the other hand, for the six months ended 30th ultimo, there is a decrease of nearly 11,000,000 lbs. The deliveries for home consumption for the month have augumented to nearly 1,500,000 lbs., as also for the six months of 1,309,533 lbs. over that of the corresponding periods of last year. In the exports for the month there is an excess of 151,245 lbs., but a falling off of 2,748,173 lbs. for the six months. The bonded stock in the United Kingdom on the 30th ultimo was 60,480,711 lbs., as compared with 71,591,964 lbs.; and 80,063,748 lbs. on the same date of the years 1873 and 1872 respectively.

COFFEE.—There has been no alteration of any importance in the market for Ceylon, the parcels offered in public sale during the week—which have been moderate in quantity—having gone off at little or no variation from the rates quoted for last mail. The closing prices are—Plantation Ceylon, triage and ordinary, 87s. to 101s.; small to middling, 107s. to 118s.; good middling to bold, 118s. 6d. to 124s.; peaberry, 125s. to 128s.; native Ceylon, small, 83s. 6d.; bold, 99s.; peaberry, 102s. 6d.

CUTCH.—Small sales of fine Pegu have been effected at 23s. per cwt.

GAMBIER is steady without much business doing; prices show no alteration.

HEMP.—A fair business has been done in Manila during the week at £36 to £39 per ton.

ISINGLASS.—350 packages Penang have been sold at 1s. 2d. to 1s. 8d. per lb.

PEPPER.—*Black:* The public sales have evidenced a quiet tone, and the supplies brought forward have been chiefly bought in, but what sold brought private contract rates—viz., Penang, 6¼d. to 6½d., Singapore, 6¾d. *White:* Singapore has sold steadily at 8⅝d. to 8¾d. for good, and 8½d. to 8⅝d. per lb. for fair quality.

RICE.—The market exhibits a quiet tone. There is less demand for floating cargoes of soft grain, and prices are barely supported.

SPICES.—*Mace:* A moderate demand has prevailed, and small supplies have been partly sold, including 14 cases Penang at 3s. 3d. to 3s. 4d. for fair rather mixed pale. *Nutmegs* have not gone off so readily as last week, but prices are without alteration. Of 44 packages Penang offered 11 sold, brown 78's to 79's at 3s. 6d. to 3s. 7d., 82's at 3s. 4d., 88's at 3s. 1d., 180's at 1s. 4d.; 30 cases Java were bought in, 83's at 3s. 5d., 109's at 3s. 3d.

SUGAR.—The market has been quiet but steady during the week. Business has been exclusively in West Indian descriptions, and there are consequently no sales of East India to report.

SILK.—The market is very quiet, and without any new feature Deliveries are good, being from 1st to 18th inst.:—1,773 China; 352 Canton; 479 Japan; 241 Bengal; total, 2,845 bales.

STICLAC.—An offer of 370 boxes Siam was partly sold at £5 5s. to £5 7s. 6d. per cwt.

SAGO has brought steady prices, but has met only a moderate demand. Of 1,612 bags offered a small part sold at 17s. for good small; the remainder being bought in at 18s. for medium.

TAPIOCA.—Steady rates have been obtained at the sales; 688 bags flake sold, good small Singapore at 2½d. to 2⅝d., Penang, old import at 1¾d. to 1⅞d.; 117 bags Flour were with drawn. Pearl Tapioca has sold moderately, about half of 770 bags catalogued finding buyers, bullets at 21s.; fine large, 22s. 6d. to 23s.; medium, 21s. 6d. per cwt.

TIN.—Business has been very dull, and quotations show a decline of £2 to £4 per ton. The current rates are:—Straits on the spot £97, afloat £96, Banca £100, Billiton £97 per ton.

Shipping Intelligence.

DEPARTURES.

Date.	Ship.	Captain.	For	From
July 10	Chinaman	Mackenzie	Hong Kong	London
7	Mio Padre	Balestrino	Galle	Newport
10	Navarino (s.)	Rutter	Colombo, &c.	London
9	Kinfauns Castle	Dodas	Hong Kong	Cardiff
11	Muriel (s.)	Hyde	Singapore, China, &c.	London
13	Yanikale	—	Batavia	Liverpool
11	Bali	—	Java	Newcastle
10	Uli	de Goitea	Manila	Hamburg
11	Diomed (s.)	—	Singapore, China, &c.	Liverpool
Jun. 5	Contest	—	Hong Kong	Monte Video
9	Hasardo	Karnteus	Batavia	Rio Janeiro
July 14	Sultan (s.)	Owen	Colombo, &c.	London
13	Eastern Star	Lankester	Singapore	Troon
13	Monarch	Banner	Galle	Penarth
11	Prins van Orange (s.)	Ankes	Batavia	Texel
	Henry Buck	Field	Do.	New York

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ARRIVALS.

Date.	Ship.	Captain.	From	At
July 16	Agamemnon (s.)	—	Hankow	Deal
12	Thomasina McLellan	McCulloch	Rangoon	Liverpool
10	Thorwaldsen	Hansen	Do.	Falmouth
10	Palmas	—	Do.	Off the Lizard
8	Noach I.	Byl	Batavia	Brouwershaven
13	Messenger	Perkins	Bassein	London
13	Fontenaye	Taylor	China	Do.
11	Emma and Robert	Schroder	Akyab	Liverpool
11	Malleny	Davies	Do.	Do.
13	Oleander	Taylor	Colombo	London
14	Vanguard	McKenzie	Penang	Do.
12	Diana	Davies	Java	Falmouth
13	A. H. Wille	Knocker	Singapore	Liverpool
	Adelina	Mazzio	Samarang	Queenstown
	Tiber	Lewis	Rangoon	Do.
15	Nor' Wester	Burgess	Bassein	Liverpool
10	Aline	Mellhose	Saigon	Hamburg
	Gryfe	Roberts	Do.	St. Nazaire
	St. Andrews Castle	Gilles	Shanghai	New York
	Brema	Schweitzer	Hong Kong	Do.
	Eleanor	Jobson	Singapore	Do.
	Idella Berry	Berry	Batavia	Do.
10	Palmas	Card	Rangoon	Falmouth
10	Titan	Berry	Akyab	Do.
10	Gilsland	Reid	Rangoon	Do.
11	Kelso	Dodds	Saigon	Do.
11	Nanny	Jansen	Akyab	Do.
11	Kilsyth	Watson	Java	Do.
	Loyola	de Castro	Maulmain	Queenstown
15	Jeanie Louttit	Murdock	Ilo Ilo	Liverpool
	Mount Royal	—	Maulmain	Queenstown
8	Varuna	Diedrich	Bangkok	Bremerhaven
14	Bayard	Heard	Rangoon	London
14	County of Stirling	Dalgarno	Java	Texel
14	Genii	Mackintyre	Bassein	Liverpool
15	Glenartney (s.)	Kay	Hankow	London
8	Conchita	Goyenechea	Manila	Cadiz
2	Argo	Humble	Singapore	Boston

See Shipping Postscript and Correspondents' Letters.

VESSELS PASSED SUEZ CANAL.

Date	Steamer.	From	For
July 8	Hong Kong	Hankow	London
11	Cawdor Castle	Do.	Do.
13	Buenaventura	Liverpool	Manila
13	Wyberton	Holland, &c.	Java
13	Africa	London	Colombo
—	Hector	Liverpool	Singp., China, &c.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, and Shanghai: Glenartney. For Penang, Singapore, Hong Kong, and Shanghai: Paris. For Colombo, &c.: Viceroy, Colombo.

SAILING VESSELS.—For Yokohama and Hiogo: Penrith, Black Prince, Evelyn. For Shanghai: Velocity, Omba, Agnes Muir. For Hong Kong: Windhover, Invincible, Tamesa. For Penang: Glenisla, Ben Nevis. For Singapore: Celaena. For Colombo: Letty Gales, Scawfell. For Batavia and Sourabaya: Eme.

At LIVERPOOL.—For Yokohama and Hiogo: Montego. For Penang, Singapore, Hong Kong, and Shanghai: Antenor (str.), Ulysses (str.). For Singapore: Nola. For Singapore and Manila: Emiliano (str.). For Colombo, &c.: Burmese (str.). For Ceylon, &c.: Alexandra. For Galle: Affezione Secundo, Ragnar.

At GLASGOW.—For Singapore: Sumerset (str.), Brisbane (str.). For Manila and Ilo Ilo: Saleta.

At GREENOCK.—For Singapore: Hope.

SPOKEN.

BRIDGETOWN (barq.), London to Chefoo, July 5, 48 N., 7 W.
H. M. P. F. (Whylo), London to Shanghai, June 4, 6 N., 26 W.
GESINA, Java to Rotterdam, June 9, 19 S., 3 W.
EUGENE, Java to Falmouth, June 2, 26 S., 53 E.
CLEOPATRA (Aust. ship), Cardiff to Galle, May 22, 3 S., 28 W.
C. C. LEARY, New York to Samarang, May 27, 16 S., 3 —
HARRY MORSE, Bassein to Falmouth, April 5, 5 N., 9 E.
WIMBLEDON, Bassein to Liverpool, April 19, 1 N., 87 E.
MARY (ship), Rotterdam to Samarang, June 7, 6 N., 25 W.
M. D. F. B. (Dutch ship), Cardiff to Singapore, July 9, 49 N., 11 W.
J. R. B. M. (Eng. ship), Colombo to London, June 8, 3 N., 23 W.
MATHILDE, Java to Hamburg, 30 miles W.N.W. of Heligoland.
J. M. K. R. (Suzerain), Liverpool to Galle, June 3, 4 S., 28 W.
Q. D. L. M. (Zuid Holland), Shields to Batavia, June 4, 1 S., 28 W.
BERTIE (barq.), for Singapore, June 4, 6 S., 29 W.
ROBERT KERR, Liverpool to Singapore, May 25, 6 N., 26 W.

FREIGHTS AND CHARTERS.

Outward freights are weak, both for ships and steamers. Homeward rates unaltered, but suitable vessels can be placed from the rice ports for next season.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. weight, 60s. meast. To Hiogo: 75s. weight, 70s. meast. To Nagasaki: 70s. weight or meast. To Shanghai: 50s. weight, 40s. meast. To Hong Kong: 50s. weight, 40s. meast. To Singapore and Penang: 50s. weight, 45s. meast. To Colombo: 45s. weight or meast. To Foochow: 85s. meast. To Chefoo: 90s. meast. To Manila: 85s. weight or meast. To Java Ports: 85s. weight, 80s. meast. No direct steamer on the berth.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 35s. meast. To Hiogo: 40s. weight or meast. To Hong Kong: 35s. weight, 22s. 6d. meast. To Singapore: 25s. weight or meast. To Penang: 30s. weight or meast. To Colombo: 25s. weight or meast. To Batavia and Sourabaya: 30s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Singapore: £32, f.c. To Penang: £31, f.c. To Batavia, per ton: 27s. 6d.

From Newport, Cardiff, or Swansea, per ton.—To Hong Kong: (small) 32s. To Singapore: 26s. To Galle: 23s. To Manila: 26s. To Batavia: 27s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Galle: 18s.

CASUALTIES.

PORT SAID [By tel. recd. in London 1st July].—The Lidia has grounded near this place, to-day. The master has abandoned her. [This vessel is bound from Cardiff and Genoa to Singapore; the information comes from the Italian Consul at Port Said.]

The John Kendall, from Ceylon to New York, which arrived at St. Helena June 22, reports having encountered a heavy gale, 24th May, eighty miles east of Natal, during which she lost jibboom and part of port bulwarks.

SUEZ, JULY 13.—The Wyberton (str.), from Holland and Southampton to Java, has been totally lost twenty-five miles south of this place, through collision with the Buena Ventura (Spanish str.), from Liverpool, &c., to Singapore and Manila; crew and passengers saved.

FOO-CHOW-FOO, JULY 11.—The Canton (str.), hence to London, with tea, was totally lost, July 7, on Min reef.

MISCELLANEOUS.

The Otto, Zwanenburg, from Rotterdam to Sourabaya, sailed from Cowes July 9, after repairing.

At St. HELENA.—June 15, Marie Celina, Jeancard, from Galle, &c., sailed, 16, for Marseilles; 21, Trait d'Unione, Derniaux, from Samarang, and sailed for Falmouth; 22, John Kendall, James, from Ceylon, and sailed for New York.

Off St. HELENA.—June 20, America (Span. barq.), from Manila, for Santander; 22, Harry Morse (Amer. ship), from Bassein, for Falmouth; 13, Queen, from Batavia, for the Channel.

The owners of the Buenaventura (str.) have received the following telegram:—"Buenaventura (str.), put back to Suez to land crew of Wyberton (str.), and note protest; has sustained no damage."

At SUEZ.—July 15, Gordon Castle (str.), from Hankow, for London; 16, Braemar Castle (str.), from Foochow, for London.

At PORT SAID.—July 15, Glenfinlas (str.), from London for China, &c. —, Charles Albert (str.), from London, for Singapore and Yokohama.

RUTTER'S TABLES.
Now ready.

1. RUTTER'S SILK AND TEA TABLES. Price 10s
2. RUTTER'S METRIC SYSTEM OF WEIGHTS AND MEASURES TABLES. Price 4s.
3. RUTTER'S EXCHANGE TABLES BETWEEN ENGLAND, INDIA, AND CHINA. Price 25s.
4. RUTTER'S GENERAL INTEREST TABLES FOR DOLLARS, FRANCS, MILREIS, &c. Price 10s. 6d.

London EFFINGHAM WILSON, Royal Exchange.

CEYLON COFFEE ESTATES.

THE safest, surest and quickest mode of realising Coffee Estates is by registering them with the undersigned, who is always prepared to buy or to sell.

Seventy already sold—fifty now on the register.

ALEX. BROWN Kandy.

ALEXANDER BROWN,
ESTATE AND GENERAL AGENT,
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VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and transacts all kinds of Estate and Agency Business.

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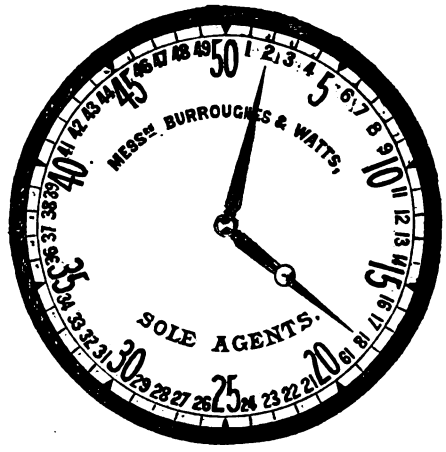

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THE CHINA LINE OF STEAMERS, via the SUEZ CANAL from LONDON to PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates, at shippers' risk, for Java, Japan, Australia, &c. The following high-classed Steamships, which have been built especially for the China trade by the celebrated builders Messrs. C. Mitchell and Co., Walker-on-Tyne, will be despatched as under:—

Steamer.	Class.	Tons.	Docks.	H.-p.n	To sail.
Hankow	100 A1	3,594	S.W.I.	450	July 25
Hong Kong ...	100 A1	1,881	S.W.I.	200	To follow
Nankin	100 A1	2,423	S.W.I.	300	To follow

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FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail
Hankow, s.s.... ...	2,332	Norris & Joyner...	July 23
Glenartney, s.s. ...	2,106	McGregor, Gow, & Co.	July 30
Celæno	702	Wright Bros. & Co.	July 30
Cawdor Castle, s.s. ...	2,182	Thos. Skinner&Co.	Aug. 5
Hong Kong, s.s. ...	1,215	Norris & Joyner...	Aug. 7
Glenfalloch, s.s. ...	2,126	McGregor, Gow, & Co.	Aug. 16
LIVERPOOL.			
Antenor, s.s. ...	1,601	Alfred Holt ...	July 25
Ulysses, s.s. ...	1,520	" ...	Aug. 8
GLASGOW.			
Normanby, s.s. ...	1,200	T. Skinner & Co.	Aug. —
Brisbane, s.s. ...	1,500	" "	Aug. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, July 20, 1874.

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 569.] LONDON, MONDAY, JULY 27, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received July 23.
JAPAN—Yokohama	April 17	June 2	June 5*
Yedo			
Osaka and Hiogo	„ 10	May 30	„ 1*
Hakodadi			
Nagasaki	„ 10	„ 29	„ 2
CHINA—Peking	—	—	May 27
Tien-tsin	—	—	„ 30
Chefoo	—	—	June 1
New-chwang			
Hankow	„ 3	„ 20	„ 3
Kiu-kiang	—	—	„ 4
Chin-kiang			
Shanghai	„ 24	June 6	„ 7
Ningpo	—	—	„ 5
Foochow	„ 24	„ 5	„ 7
Formosa	--	—	May 30
Amoy	—	—	June 8
Swatow	—	—	„ 9
Hong Kong	May 1	„ 5	„ 13
Canton	—	—	„ 11
Macao	—	—	„ 12
PHILIPPINES—			
Manila	April 24	May 30	„ 8
COCHIN-CHINA			
Saigon	May 8	June 10	„ 17
SIAM — Bangkok	--	--	„ 12
BORNEO –			
Labuan	—	—	„ 11
Sarawak	—	—	„ 10
JAVA — Batavia	May 8	„ 9	„ 18
Samarang	—	—	„ 17
Sourabaya	—	—	„ 11
MALACCA STRAITS—			
Singapore	„ 15	„ 14	„ 22
Penang			
CEYLON—			
Galle	„ 29	„ 17	„ 28
Colombo	—	—	„ 26

* By Pacific mail, *via* San Francisco.

THE MAILS, &c.,

The French mail, with advices dated as above, was delivered, *via* Marseilles, on the 23rd inst., four days early. The next inward (P. and O.) mail, with dates Yokohama, 10th; Shanghai, 14th; Hong Kong, 20th; Singapore, 28th June, which is due, *via* Brindisi, on Monday next, the 3rd proximo, left Galle on the 8th inst., one day early.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Ara*, arrived July 21.—From Yokohama: M. Grenet. From Shanghai: Mr. Brown, Mr. Stephenson and family, Mr. Griffiths, Mr. Billequin and family, Mr. Fricke. From Hong Kong: Mr. Radeker, Mr. Mendel. From Saigon: Mr. Maron, Mr. Pallas, Mr. Schroeder. From Batavia: Mr. Starkenberg, Mr. Girandeau, Mr. Blani, Mr. and Mrs. Lagnier. From Singapore: Messrs. Frigg, Berends, Salas, Koch, Campramore, Presler, Sanivyck, Deserne, Gravitz, Logrel. From Galle: Mr. Baird, Mr. Bosanquet.

PASSENGERS OUTWARD.

Per P. and O. steamer *Hydaspes*, from Southampton, July 16.—To Yokohama Mr. T. Walton, jun. To Hong Kong: Major-General F. Colborne, C.B., and servant, Mrs. Richardson, three children, and servant. To Ceylon: The Right Hon. W. Gregory and servant, Mr. W. Keen, Mr. J. P. Plummer. To Batavia: Mr. A. de Brena. To Singapore: Mr. R. Cox, Mr. Gibb, Mr. Anderson.

Per P. and O. steamer *Ceylon*, from Brindisi, July 27.—To Singapore: Mr. J. Gordon.

Per P. and O. steamer *Geelong*, from Southampton, July 30.—To Hong Kong: Mr. J. Campbell, Mrs. Campbell. To Singapore: Mrs. M. C. Evans.

Per P. and O. steamer *Simla*, from Venice, Aug. 7.—To Shanghai: Mr. J. A. Spoor.

Per French steamer *Amazone*, Aug. 2 (booked from London).—To Shanghai: Mr. McLeod. To Singapore: Mr. Ringer, Mr. and Mrs. Genu and child. To Galle: Mr. Herring, Mr. Forsyth, Mr. Delmege, Mr. Metcalfe.

Per French steamer *Irawaddy*, Aug. 30 (booked from London).—To Yokohama: Mr. and Mrs. O. Voigh.

Per French steamer *Peiho*, Sept. 27 (booked from London).—To Hong Kong: Mrs. Deane, Miss Deane. To Batavia: Mr. Fraser, Mr. and Mrs. Oosteron and two children, Mr. and Mrs. van der Leuw.

Per steamer *Hankow*, from London July 25.—For Singapore: Mr. Samuel Wallis, wife and child. For Penang: Mrs. E. S. Marshall and two children. For Hong Kong: Mrs. Ellen Morrison, Mr. Robert Fairman.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Our advices from the Japan Ports by the present mail are of no later date than those received by Pacific mail on the 20th inst., and published in our last issue.

CHINA.

SHANGHAI.

The present mail brings advices from this port to the 7th June; the French mail from London April 24 arrived out on the 6th June. The following summary of news are from the *North China Herald*:—

About 200 bales of silk having arrived, the market was opened to-day by the purchase of 50 bales market Tsatlee (about No. 5), for which the price reported is Tls. 255, about Tls. 115 below last year's opening rate, but 1s. above present London quotations. The first arrivals, as usual, are coarse and mixed in size and not well cleaned, but they are no guide to a judgment on the general quality of the crop.

Seven yachts, the "perfect number," presumably, for a fleet as well as for many other things, joined in the closing cruise of the S.Y.C. They were the *Nimrod*, *Phantom*, *Charm*, *Lillie*, *Fearless*, *Fairy*, and *Dolly Varden*. It was intended to rendezvous at the Tien-shan-hu, or Si-Tai-hu, as it is more generally called, but the wind was unfavourable, and the yachts had to restrict their movements to the river. Making the best of contrary winds, a sharp thunderstorm on Saturday night—in which the river was brilliantly lighted up by electricity for many seconds at a time—and of the tidal current, the yacht fleet and their houseboat friends worked up to near the Mao Pagoda by Sunday forenoon. Then, after a short stay, passed idly but not unpleasantly, they beat down river again, reaching Shanghai on Monday, at from 2 to 6 A.M.

A fatal accident happened in the powder manufactory at Loonghwa on Saturday. An explosion occurred, by which one man was killed and another so seriously injured that he has since died. We have not much confidence in Chinese manipulation of such dangerous material, and should not be at all surprised to hear some day that the Pagoda had been blown down.

A few months since we commented on a case in the Mixed Court, of Mr. J. H. Mackie against his compradore, Wang Shang-yuen. After a patient hearing of the case before Dr. Yates and Chen, it has been found that the account presented by Mr. Mackie was correct. Wang Shang-yuen had shares in the *Ping On*, but even if these were valuable, there would be a large balance unaccounted for, and which the compradore is unable to pay. At his own request Wang was allowed to go to Ningpo to sell his houses and lands, in order to meet the claims of his creditors; but it seems that the land had been mortgaged and could not be sold for more than the amount of the mortgage. In addition to the claims of Mr. Mackie, the compradore owes the Hoo-quong Bank over Tls. 10,000. Failing any assets, it remained for the Court to punish the delinquent debtor, and after reference to the Taoutai, Wang Shang-yuen is sentenced to two years' imprisonment at the Mixed Court, the term to begin on the 27th May, 1874. The Magistrate adds that, at the expiration

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of the sentence, Wang will be released both from prison and from his creditors.

Two important cases were heard on appeal from the Mixed Court, by H.B.M. Consul and the Taoutai; H.M. Vice-Consul, Mr. Stronach, and the magistrate of the Mixed Court, being also on the bench. The Court sat in the Supreme Court room, which was crowded by Chinese, even to the jury box and the passages alongside the doors. The first case was an action by Messrs. Carter and Co. against a silk broker named Chang-kee, to recover the amount of loss on a quantity of silk shipped home in May, 1872; Chang-kee having been guarantor for a man named Yuen-kee. The transaction was rather complicated. In the spring of 1872, Carter and Co. lent Yuen-kee, under Chang-kee's guarantee, Tls. 6,575, to be repaid in two months, either in money, or half in money and half in silk. It was repaid under the latter condition, and the silk shipped to England on Yuen-kee's account. The shipment resulted in loss, and Carter and Co. claimed to recover from the broker and guarantor, Chang-kee; pleading that they had known Yuen-kee's worthlessness from the beginning, and had relied on Chang-kee throughout the transaction, under the terms of the guarantee letter produced. But the latter contended that his responsibility ceased with the repayment of the loan, and did not extend to the shipment. The case was decided in Carter and Co.'s favour at the Mixed Court, and Chang-kee appealed.

The second case was purely one of shipment. Carter and Co. shipped a quantity of silk to England to Messrs. Broughall and Co., on behalf of one Dee-say. The silk lost Tls. 4,313, which Carter and Co. sought to recover from Dee-say. Judgment was given against the latter in the Mixed Court, but without specifying the amount, and the case was referred to the higher Court for decision. Dee-say contended that he had ordered the silk should be sold at once, and that it was through neglect of these instructions that the heavy loss resulted. Carter and Co. contended —first, denial of neglect; Dee-say had ordered the silk to be sold on arrival at market rate, and it had been impossible to sell at market rate; there was no market; a man would value silk at twenty shillings, but decline to give eighteen; silk had been simply unsaleable. Secondly—that if there had been neglect it was not theirs, but Messrs. Broughall's, and Dee-say's claim lay against the latter. The Court reserved judgment in both cases.

The *Shunpao* says, Ying Fantai has come down from Soochow to interview the Japanese Ambassador about the Formosa affair, and he and the Taoutai had an interview with his Excellency on the 31st ult. The Ambassador is reported to have said that the despatch of the army to Formosa is only with the view of their remaining a short time to overawe the aborigines, and it does not at all follow that there will be any fighting. But this has been the cue of the Japanese all along, to represent the expedition as a trifle.

The Viceroy of Fuhkien has written to the Japanese Consul at Shanghai, affirming the right of China to the whole island of Formosa, without distinction of inhabitants—whether civilised or savage. Any acts of violence against passengers along the coast can be settled by reference to the Chinese Government; only last year a Japanese shipwrecked crew was kindly treated by the aborigines, and handed over to Chinese officials, by whom they were sent up and returned to their own country. What right, then, has Japan to send an army to invade the place? The Consul is requested therefore to ask his Government to withdraw the troops.

A Peking correspondent calls attention to the efforts that are being made to fortify the Peiho. A large fort is now being constructed at Hsin-chêng, about fifteen miles above Taku. Considerable interest is felt in the Japanese proceedings in Formosa.

A Newchwang correspondent writes:—This province is quiet for the moment, but large bodies of banditti are reported to be on the northern frontier in—one may say—summer quarters. Our Taootai is ordered to Peking, to be consulted with in person on the state of his district. He is a vigorous old man, and foreign officials will regret his departure. The Chinese gunvessel on the station has departed suddenly, for no one knows where, on receipt of unexpected orders. There has been much rain of late, and the crops are likely, after all, to be poor.

A Ningpo correspondent writes:—At our landrenters' meeting on the 27th, to elect a member of Committee in place of Mr. Beebe, Mr. Wadman presented a report showing that, when the Customs paid up their contribution, the funds would be about sufficient for the contemplated works. These are progressing satisfactorily, about half the main street being near completion. A vote of thanks to the Committee was passed for what they had done, and Mr. Dumaresq was elected a member. It was then determined to organise and maintain a corps of scavengers by a poll-tax of $0.50 per mensem; so you see the Municipality is advancing. In conclusion, the section of the bund constructed by the Taoutai, Mr. Beebe and Mr. Alabaster, was presented to the community, and with a vote of thanks to the Chairman, Dr. Lord, we went from labour to refreshment.

The departure of Mr. and Mrs. Hannen from Yokohama leaves a blank far more than usually felt. For three years Mr. Hannen has occupied the post of Acting Assistant Judge of H.M.'s Supreme Court in a manner which has been most creditable to himself and beneficial to the community, and none who have observed his painstaking impartiality, and the justice of his decisions, can fail to hope that a proper recognition of the qualities he has displayed as a judge may be shown at home. But not only as a judge has Mr. Hannen deserved all the commendation that can be awarded; in private life he has made himself equally popular. His house was ever open. The hospitality of Mr. and Mrs. Hannen was without stint; and no persons who ever came to this place will be more missed by so many young men, to whom home influences such as were there found are invaluable. On their departure they were rowed off to the stermer by six gentlemen of the Amateur Rowing Club, and many ladies and gentlemen went to see them off and take a last farewell.

An extraordinary general meeting of shareholders in the Union Steam Navigation Company was held on June 1st, at the offices of the agents, Messrs. Olyphant and Co. Present:—Messrs. R. Francis (chairman), J. G. Purdon, Talbot Olyphant, J. F. Seaman, E. Seligmann, R. E. Wainewright, J. Macgregor, E. McLoughlin, T. R. Wheelock, H. P. Hanssen, A. J. Vickers, F. A. Groom, W. Chrystall, J. O. Fuller, Poyuen King, Ming-hing, Sung-kee, &c., representing 1,310 shares. The Chairman proposed that the resolution passed at the meeting held on the 31st of March last, at which it was resolved to wind up the Company, be confirmed. This was seconded by Mr. Whelock, and passed unanimously.

In the Supreme Court, before Sir E. Hornby, the case of the Stewards of the Shanghai Race Club *v.* the Shanghai Cricket Club was heard. The action was brought to obtain a perpetual injunction on behalf of the Race Club against the Cricket Club, to restrain them from completing the roof they were putting on their pavilion. The case occupied a considerable time, the report of the proceedings occupying about fourteen columns of the *North China Herald*, and it was afterwards adjourned until the following week.

HONG KONG.

Our advices by the present mail extend to the 13th June; no later mail from London had arrived out.

The *Daily Press* has the following on the late riot at Shanghai:—

A very important question underlies the difficulty which has arisen on the French concession at Shanghai. The Consul claims complete jurisdiction over all the residents, and, as a natural corollary, he ought to be solely responsible for the maintenance of order. The question of cession or concession has long been agitated in Shanghai; and while the English and Americans have recognised the full territorial rights of the Chinese, and their full authority to govern and tax their own subjects as they think fit, the French have maintained that the right of governing in the French concession was ceded solely to the French Consul. In consequence of this there has been a split in the local jurisdiction in the foreign settlements in Shanghai. On the one hand, the English and Americans have joined their settlements under a common jurisdiction, and have recognised the right of residence on the part of other foreigners to be the same as their own, while the French have maintained their exclusive right to their concession, and hold that any others than French can live within its precincts only with the express permission of the French Consul. In consequence of this, there are in Shanghai two distinct municipalities, the one known as the Anglo-American Settlement—being the junction of the two settlements formerly known by these respective names—and the French Concession, separated from them by a small creek some twenty yards in width. It is upon the latter that the recent disturbance arose; and consequently the status of the so-called concession may have much to do with the ultimate settlement of the matter, and with its bearing upon the security of foreigners resident in it in the future.

The Secretary of State for the Colonies in London is just the proper person to take steps for preventing junks being wrongfully overhauled or fired at by Chinese cruisers at Hong Kong. This at least seems to be the view of the local Government, as we learn that they have expressed an intention of withholding the report of the recent commission on this subject, so as to enable the document to be forwarded home, and the views of the Colonial-Secretary to be obtained. This is somewhat surprising, as we are informed that in reply to an application made recently, it was stated that the report would in all probability be published shortly. It will certainly be of very little value in enabling the Secretary of State to come to a sound conclusion on the subject, if it be unaccompanied by the views of the Chamber of Commerce, and of others in the colony interested in the matter; and the delay which will be caused will render any practical measures a matter of difficulty.

We hear that H.E. the Governor, accompanied by the Surveyor-General, some other local officials, and two or three members of Council, went round the island, and visited the lighthouses in course of erection at Green Island and Cape d'Aguilar. Both these structures are now some seven or eight feet above ground. They are being built of massive granite, and give promise of being fine and durable structures. The one on Green Island will be twenty feet high, and that on Cape D'Aguilar

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twenty-five feet. It is stated that after tiffin some speeches were made, and that a member of Council expressed his opinion that the trade of Hong Kong had never been in a more satisfactory state than at the present day. We make no doubt that a good many people on shore will be as delighted as surprised to hear of this fact.

Mr. R. Walker has been cited to appear before the Hon. Chief Justice, in the Supreme Court, to show cause why he did not attend as a special juror when summoned in the case of Fabregas *v.* Wong-lai-chan and another. Mr. Creagh (the sheriff) stated that it was entirely his fault. He had addressed the summons to "Mr. R. Walker, at Messrs. R. S. Walker and Co.'s." Mr. R. S. Walker, who lived in the same street as Mr. R. Walker, had, therefore, attended. His lordship said Mr. Creagh ought to have known better than address the summons in that way, but the thing had evidently been a mistake. Mr. R. Walker was not at all to blame in the matter, and the explanation given would be sufficient.

We have learned that the missionaries in Hangchow, who had built on the City Hill, and thus disturbed the Fing-shui of the place, have moved from the Hill into their new premises in the other end of the City, as arranged for between the United States Consul at Ningpo and the native authorities; the latter providing the new grounds and bearing the cost of erecting the requisite buildings on them, thus fulfilling to the letter the agreement into which they entered on the subject some months ago. The dwelling houses, schools, chapels, houses for the natives, &c., all in the same enclosure, are said to present quite an imposing and home-like appearance, surrounded as they are on all sides by Chinese structures. The dwelling-house on the Hill is to remain, to be used by the Chinese as a kind of theatre, or club-house; but they commenced to pull down the boys' school-building just as soon as they possibly could after it was vacated.

PHILIPPINES.

MANILA.

The Manila journals give the following items of news:—There have been planted in a village of the province of Pampanga fifty specimens of the *Eucalyptus globulus*, the celebrated tree which is enjoying such favour in Europe, and is as remarkable for its height, foliage, and quick growth as for its health-giving properties. We congratulate Mr. Petel for having imported into the archipelago these fifty Eucalypti, and we heartily wish to see the environs of Manila full of these trees, one of the peculiarities of which is to check the growth of the fevers usually felt in this city at this time of year.

A new kind of raw material has just been utilised for paper making. The material referred to is the megass, that is, what remains of the sugar-cane after it has been crushed completely to extract the juice. Until now the said megass has served merely for fuel and manure, but, from experiments made, it has come out that pulp made from the aforesaid megass might be produced with great cheapness, at less than a third part of the cost of the manufacture of the pulps now obtainable. It appears also that the process for converting the megass into pulp is a very simple one, owing to which there is no doubt that those who wish to increase to an enormous amount the usefulness and the benefits of the sugar-cane will adopt it. In the Philippines the value of the produce will be raised by many thousands of dollars yearly.

On Friday, the 15th, some piratical Moorish vessels were sighted rom the island of Batang, district of Bacon. The brave inhabitants of that place hastened immediately to receive the ferocious Sooloos, should they endeavour to land; these inhabitants repaired to the sea shore from a distance, on which patrols were stationed by order of the authorities, after 6 P. M. Fortunately, fresh alarms have not as yet been raised.

The nominal statement of the subscriptions obtained until this date, with the object of affording relief to the unfortunate sufferers of those provinces, particularly of Lagana and Tayebas, who, in consequence of the hurricane and inundations of the 25th October last, have been reduced in condition and to misery, is $9,656.55.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 22nd June; the P. and O. mail from London May 15 was received on the 14th June. The following summary of news is from the *Straits Times*:—

The *Government Gazette* contains a circular from the Colonial-office, notifying that, in accordance with an arrangement existing between the Colonial and India-offices, Chartered Joint-Stock Companies will not be empowered to establish agencies and branches in India until they shall first have conformed to the existing laws of that country. The *Gazette* also publishes the text of an extradition treaty concluded between Great Britain and Austria, which came into effect on the 30th of March last; also the convention of 24th January last, between Great Britain and France, supplementary to the treaty of commerce and navigation of 23rd July, 1873.

We have before had occasion to direct the attention of our commercial public to the growing importance of the trade between Australia and these Settlements, and the advisability of fostering and increasing that trade by every legitimate means. In our columns of yesterday we informed our readers that news had been received by telegram from Port Darwin, the northern Settlement of South Australia, that an assay of ten tons of quartz crushed there had resulted in a yield of 771 ounces of gold, or 77 ounces to the ton! We have no reason to doubt the correctness and authenticity of this despatch. The yield here indicated is very great, showing a money return of more than £250 per ton. The importance of this can best be realised by taking into account that Victorian Companies find it a payable matter to work reefs whose quartz when crushed yields only five pennyweights, or gold to the value of about twenty shillings per ton. The geographical position of Port Darwin, as well as that of the other Settlements in the north of Australia, is very favourable to its future trade with Singapore. The merchants there, provided they meet with encouragement, will find it greatly to their advantage to make this their *entrepot*, instead of having to adopt the long and circuitous route *via* Adelaide for the shipments and the transaction of their business. Again, a great deal of the trade consequent upon the extension of the lucrative pearl and pearl-shell fisheries at and near Port Walcott on the north-west coast of Australia is now done at Singapore, whither, with proper management, much more will eventually come. It is well worth the while of our mercantile community to direct a portion of their attention and enterprise towards fields of future profit which promise so well as do those of the Northern Settlements of Australia.

PENANG.

Mr. T. F. Ford (who is acting as temporary judge of Penang at present) opened his court recently, and as none of the members of the Bar were present he immediately adjourned till the following week. It is to be hoped that neither the Bench nor the Bar will for the future be wanting in punctuality—hitherto the latter has proved far more punctual than the former.

His Excellency has promised to hand over $10,000 out of the Beach-street fund to a committee, to be elected by the Chinese inhabitants of Penang, in order to build them a town hall.

His Excellency the Governor has been visiting the province, accompanied by the Lieutenant-Governor, Colonel Anson, the Surveyor-General, Mr. McNair, the Inspector-General of Police, Captain Dunlop. Sir Andrew left the jetty at 9.30, in the police launch *Mata Mata*, and proceeded to Batu Kawan estate. From thence his Excellency journeyed to Nebong Tebal, inspecting the police stations at Bukit Tamboon and Sunghy Bakup on the way. After receiving some deputations at Nebong Tebal, his Excellency remained at Caledonia Estate to sleep. Very early in the morning the estates of Caledonia, Victoria, and Kreean were visited by his Excellency. The works, the coolie lines, and the hospitals were all most carefully inspected. After breakfasting at Caledonia the Governor returned to Penang, calling at Golden Grove and Pry Sugar Estate during the journey. We believe his Excellency settled the site of the new hospital at Sunghy Bakup during his visit.

A meeting of the Executive Council has been held in Penang, and we hear that it was resolved at it that the provisions of the Peace Preservation Ordinance are to be put in force stringently throughout the island. The grounds for taking such extreme measures are not apparent to the public generally, and we can only surmise that the authorities, feeling that the police force is totally inadequate to the work of keeping order, owing to its smallness, have resolved to enforce the Act in order to assist or relieve it. We await some explanation as to the actual cause of this movement before commenting upon it.

The late Rajah of Rendong, Kaw Soo Cheang, who has abdicated in favour of his son, Kaw Sim Kong, is at present in Penang, and purposes proceeding to China in his yacht a few days hence. We learn that this distinguished chief retires from public life for good.

Mr. Swettenham left Penang in the s.s. *Queddah* for Laroot and Perak, on a diplomatic mission.

Commercial Report.

(For dates see first page.)

IMPORTS.

CHEFOO.—Messrs. Wilson, Cornabe, and Co. report as follows:—During the past month we have had a fair enquiry for Grey Shirtings and T-Cloths, but for Drills and Fancy Cottons there has been scarcely any demand. Woollens have been neglected. Metals: Iron continues in fair enquiry, but Lead is now in heavy stock, and is very dull of sale.

SHANGHAI.—The business of the week had been comparatively small, and demand had been confined chiefly to heavy Shirtings, heavy T-Cloths, and Black Velvets, all which had risen considerably in value.

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The two first-named articles had been wanted by consumers, but the improvement in Velvets was attributable to speculation in expectation of large orders from Hankow. As usual, at this season, money was dear amongst the natives.

FOOCHOW.—The following sales were reported, viz.: 1,000 pieces 6 lbs. T-Cloths, at $1.85 per piece; 500 pieces 7 lbs. T-Cloths, at $2.15 per piece; 150 pieces 8¼ lbs. Grey Shirtings, at $2.53 per piece; 1,000 pigs Lead, at $8 to 8¼ per picul.

MANILA.—The market for Plain Staples had undergone little change since last advices, and although a considerable amount of business had been transacted, prices in most cases remained the same. Coloured goods continued quiet.

SAIGON.—With the exception of 7 lb. Shirtings, which had been a little more sought after, and therefore commanded somewhat better prices, the market had not exhibited any noteworthy change. Quotations: Grey Shirtings, 8¼ lbs., $2.45 per piece; ditto, 7 lbs., $2.10 per piece. T-Cloths, 6 lbs., $1.60 per piece; ditto, 5 lbs., $1.25 to 1.27; ditto, 4lbs., $1.12. White Irishes, $1.60.

BATAVIA.—Messrs. Houghton and Co.'s Circular says:—During the past month we regret we cannot report a very satisfactory business having been done. At the beginning of it only new and suitable styles of Prints could be placed to advantage, but since then considerable arrivals of such goods having taken place the tone of the market is weaker, and dealers are not willing to operate now unless slight concessions are made them. This dulness will not, however, we expect, last, but, at the same time, considering the season of the year, it affects our future somewhat unfavourably. So small a business having been done we have naturally little change to report in prices.

EXPORTS.

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TEA.

HANKOW.—Messrs. Drysdale, Ringer, and Co.'s Report, dated 2nd June, says:—Since our last, dated 26th ult., a large business has been done in Tea, settlements for the week amounting to 33,588 chests, 105,204 half-chests, and 5,998 boxes. Total settlements to date are:—1874: 41,671 chests, 191,107 half-chests, 14,960 boxes; 1873: 102,382 chests, 168,401 half-chests, 10,466 boxes. Particulars of the week's settlements are as follows, at ex. 6s. 3½d., and frt. £5 10s., adding Tls. 3 for duty:—

Chests.	Half-chests.	Boxes.		Per lb.
—	3,695	—	at	3s. 0½d. to 3s. 3½d.
—	4,702	—	at	2s. 9¼d. to 3s. 0¼d.
—	8,463	610	at	2s. 6d. to 2s. 9d.
3,767	22,755	902	at	2s. 3d. to 2s. 5¾d.
11,046	29,432	2,371	at	1s. 11¾d. to 2s. 2¾d.
10,305	25,154	694	at	1s. 8½d. to 1s. 11½d.
8,288	9,620	1,421	at	1s. 6d. to 1s. 8¼d.
182	1,383	—	at	1s. 4d. to 1s. 5¾d.
33,588	105,204	5,998		

At the date of our last we reported only a moderate business, in consequence of high prices, and comparatively small supplies. At the beginning of the week, however, arrivals began to come forward much more freely, notwithstanding which prices were well maintained, and in some cases showed an advance. The market for Oonfar teas was opened on the 27th ult., at the extreme price of 37 Taels, and since that time a large but irregular business has been done in these kinds. Ningchow teas only have steadily declined, and though occasional chops are still taken at extreme rates, many have been settled eight to ten taels under prices current at the opening. Lye-ling teas have been bought at Tls. 24.50 to 25.50 against Tls. 22.50 to 23.50 last year. At the time of writing the market is weak for all classes, and we look for a heavy decline. The Agamemnon left on the 28th May, the Glenartney on the 29th May, the Hong Kong and Glenfalloch on the 31st May. Vessels in port are the Cawdor Castle s.s. (engaged full), the Gordon Castle s.s., and sailing vessels Ada and Cutty Sark. The Nankin s.s. is expected during the week. Freights, by steamer, £5 to £5 10s.; sailing vessel, £4 12s. 6d. to £5 per ton.

SHANGHAI.—During the week there had been a steady business in tea at Hankow. It was said that prices had largely fallen, and this no doubt was true as respects the Ningchows. Of the Oonfaas the accounts were not very favourable; though strong teas, they appeared to lack quality and were rather dusty, and it was said that they were mixed with Shontam leaf. Up to date settlements up the river amounted to 150,000 chests, but as there were almost daily departures from Woosung, and also arrivals of tea from day to day by the river steamers, of which the destination was not at once settled, it was hardly possible to fix very precisely what had been done so far. About 4,000 packages of tea had arrived, but so far only two musters had been placed on offer, and it was probable that the bulk of these arrivals consisted of tea for transhipment.

FOOCHOW.—Messrs. Westall, Galton, and Co.'s report says:—In this market no purchases of country teas have as yet been made; Pehlings however have been in good demand, and prices have advanced considerably, many of the later purchases of good parcels costing Tls. 2 over last season. The quality of the crop on the whole must be considered inferior to last year. The low country teas, such as Yung How, Saryune, Suey Kut, Kien Tong, &c., seem poorly made. The Siew Miews are also not so good in make, but the liquors are fair. No Souchongs have yet arrived. The few Oolongs shown are of good colour and make, but are wanting in strength. Flowery Pekoes and Scented Teas: The musters at present on the market are too few for any definite opinion to be formed. Pehlings costing from Tls. 23 to Tls. 31½, freight £4 10s., Exchange 4s. 5½d., lay down in London at 1s. 7d. to 2s. 0½d. In port awaiting new teas for London:—The steamers Glenearn, Braemar Castle, Crocus, Montgomeryshire, Cheops, Sirius, and Glaucus; the steamer Canton, and the sailing vessel Thermopylæ are expected. For the Colonies:—The Torres Strait mail steamer Legislator, and sailing vessels Mary Blair, Korsor, Fyen, J. H. Jessen, and Peri. Expected: Steamer Amoy, and sailing vessel Maugerton, and two or three others. Freights.—To London: Glenearn, £4 10s.; Braemar Castle, £5 per ton of 40 cubic feet. Both engaged full.

NEW SEASON'S TEAS.

We have no further sailings of new season's tea ships to report. The *Hong Kong* (str.), from Hankow, with 2,130,000 lbs., arrived on the 23rd inst. The *Braemar Castle*, from Foochow, and the *Gordon Castle*, from Hankow, have passed through the Suez Canal.

CARGOES AFLOAT.

Woosung Dates.	Name.	From	Cargo--lbs.
June 6	Cawdor Castle (str.)	Hankow	2,300,000
„ 11	Gordon Castle (str.)	„	2,200,000
„ 16	Cutty Sark	„	1,300,000
„ 26	Japan (str.)	„	2,500,000
May 31	Nizam (P. and O. str.)	Shanghai	1,200,000
June 14	Zambezi (P. and O. str.)	„	1,450,000
July 17	Thermopylae	„	—
„ 14	Glenearn (str.)	Foochow	2,200,000
„ 15	Braemar Castle (str.)	„	2,200,000
„ 19	Mongol (str.)	„	2,500,000
„ 19	Glaucus (str.)	„	1,500,000
„ 26	Sirius (str.)	„	2,000,000
„ 28	Crocus (str.)	„	2,000,000

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company	Tls.500	Tls.500	Tls.205	4 p.c.
Shanghai Gas Company	100	100	143	12 p.c.
Shanghai S.N. Company	100	100	111	12 p.c.
S. Tug and Lighter Company	850	850	550	12 p.c.
French Gas Company	50	50	67	11 p.c.
Hong K. Fire Insurance Co.	$1,000	$200	$500	12 p.c.
North China Insurance Co.	Tls.1,000	Tls. 300	Tls.350	trien.
North China Steamer Company	100	100	30	
Union S.N. Company	100	100	55	12 p.c.
Yangtsze Ins. Association	500	500	710	15 p.c.
Union Insurance Society	$5,000	$1,000	$1,550	trien.
China Traders Co. (Limited)	1,000	1,000	1,700	$250.p.sh
China and Japan Marine Ins. Co.	Tls.500	Tls.100	Tls.98½	12 p.c
Victoria Fire Insurance Co.	$500	$100	$124	12 p.c.
China Fire Insurance Co.	500	100	134	12 p.c
Hongkew Wharf Co.	Tls.100	Tls.100	Tls.117	12 p.c

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.	4s. 4⅝d.	4s. 4⅝d.	4s. 5d.
Shanghai „	6s. 0⅝d. to 6s. 1d.	6s. 1⅛d.	6s. 1⅝d.
Canton „ / Hong Kong „ / Macao „	4s. 4½d.	4s. 4⅝d. to 4s. 4⅝d.	4s. 4⅝d. to 4s. 4¾d.
Singapore „	4s. 4⅝d.	4s. 4⅝d.	4s. 4¾d.
Manila „	4s. 1d. to 4s. 1½d.	4s. 1½d. to 4s. 2d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 317	227½
„ Hong Kong	27½ to 28 dis.	—
Bar silver	Tls. 111.4.0	8½ prem.
Mexican dollars	„ 72.3.0	2 to 3 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 28 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 42 per cent. discount.
China Traders' Insurance Company, $750 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 13 per cent. premium.
Hong Kong Fire Insurance Company, $295 prem.
Union Insurance Society (new shares) $65 premium.
China and Japan Marine Insurance Company, Tls. 96 per share.
China Fire Insurance Company, $33 premium.
Victoria Fire Insurance Company, $23 premium
Indo-Chinese Sugar Company, $94 dis.
Shanghai Steam Navigation Company, 8 per cent. prem.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 8¾d., at Hong Kong 4s. 2½d.

LATEST TELEGRAMS.

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TYPHOON AT FORMOSA.

HONG KONG, JULY 21.—A severe typhoon has occurred off the Island of Formosa.

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Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, May 25, Vancouver (str.), from Boston, Samuel Read ; June 29, Mary Ann Wilson.

At SHANGHAI.—From London, May 29, Glenlyon (str.) ; 30, Nankin (str.) ; 31, Japan (str.) ; from Hamburg, June 4, Bellona (str.).

At MANILA.—From Cardiff, May 27, Freja ; from Liverpool, June 29, Irurac-Bat (str.) ; June 3, Trinidad.

At BATAVIA.—From France, May 30, Harrington (str.) ; from Holland, June 3, Warrior (str.) ; 5, Jan Pietersz-Koen ; from New York, May 28, Evening Star ; 30, Queen of the Seas.

At SINGAPORE.—From London, &c., July 16, Priam (str.), Eurus ; 12, Meteor ; 23, Kaisow, Joseph Dodds (str.), Glamis Castle (str.).

At PENANG.—From London, &c., July 22, Patroclus, Eastern Isles (str.).

DEPARTURES.

From HONG KONG and CANTON.—For London, June 13, Nestor (str.), cleared.

From MANILA.—For London, May 28, Rollo ; for Liverpool, 31, Aurrera (via Cadiz) ; June 6, Eliza ; for Cadiz, May 21, Vicenta ; for New York, 25, Wakefield ; 28, Springfield ; June 1, Harkaway ; 2, Adelia Carleton ; 3, Channel Queen ; for Boston, 6, Cromwell.

From SINGAPORE.—For New York, June 18, Min.

From BATAVIA.—For Holland, May 28, Dahlia ; 31, Nieuwe Waterweg ; June 1, County of Sutherland.

FREIGHTS AND CHARTERS.

(By telegram.)—Tea freights are quoted 50s. at Shanghai and Foochow, and 60s. at Canton.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
May 19	Jörgen Bruhn	Newport	Singapore
„ —	Blair Athol	Plymouth	Do.
„ —	Beatrice	Newcastle, NSW	Do.
„ 20	Fiery Cross	Osaka	Falmouth
„ —	Evening Star	New York	Order
„ 21	Liguria	Buenos Ayres	Batavia
„ —	Pilgrim	Boston	Hong Kong
„ 22	Waltikka	Liverpool	Do.
„ —	Golden Spur	Cardiff	Do.
„ —	Grand Master	Liverpool	Manila
„ —	John R. Worcester	New York	Shanghai
„ —	Deogaum	Cardiff	Yokohama
„ —	Kortenaer	Rotterdam	Samarang
„ —	Adelaide	Sydney, N.S.W.	Singapore
„ —	Nevada	Cooktown	Batavia
„ —	Thor	Cardiff	Singapore
„ —	Adur	Port Walkert	Do.
„ 23	Ulva	Cardiff	Do.
„ —	Batavia	Cronstad	Amur River
„ —	Fearless	New York	Shanghai
„ —	Queen of the Seas	Do.	Batavia
„ 24	Elizabeth Dougall	Cardiff	Hong Kong
„ —	Jacoba Helena	Rotterdam	Singapore
„ —	M. A. Wilson	London	Yokohama
„ —	Lady Hincks	Algoa Bay	Singapore
„ —	Crest of the Wave	London	Do.
„ 25	Catharina	Singapore	New York
„ —	Jupiter	Cardiff	Singapore
„ 27	Sansone	Do.	Do.
„ 28	Dahlia	Batavia	Holland
„ 29	Fortune	Mauritius	Ilo Ilo
„ —	Kanagawa	Rotterdam	Batavia
„ 30	Nadeshda	Cronstad	Amur River
„ —	Truth	Sunderland	Order
„ 31	Mariner	Do.	Singapore
June 1	Nieuwe Waterweg	Batavia	Amsterdam
July 3	Osaka	Hong Kong	London

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

ADAMSON—On the 22nd July, at East Neuk, Blackheath, the wife of J. W. Adamson, of a son.

GRETTON—On the 28th May, at Ningpo, China, the wife of the Rev. Henry Gretton, C.M.S., of a son.

LOWCOCK—On the 31st May, at Glencaly, Hong Kong, the wife of Henry Lowcock, prematurely, of a son, who only survived his birth a few hours.

MOLLMANN—On the 31st May, at Shanghai, the wife of J. E. Mollmann, of a daughter.

WINN—On the 4th June, at Shanghai, the wife of Dr. H. H. Winn, of a daughter.

MARRIAGES.

BAYLEY—JOSEPH.—On the 26th May, at Nagasaki, by H.B.M. Consul, Marcus Flowers, and the Rev. Wilton Hack Robert John Bayley to Letitia Joseph.

MANGER—ALDER.—On the 18th July, at St. Paul's, Dalston, by the Rev. John S. Stone, M.A., John Alexander Manger, of Kingsland-road, to Julia, the only daughter of Charles Richard Amos Alder, of Grange-road, Dalston.

DEATHS.

KNIGHTS—On the 31st May, at Shanghai, after a long illness, Harriet, beloved wife of Arthur E. Knights.

MOLTINA—On the 26th May, at Kobe, of small-pox, Albert Moltina, a native of Sydney, aged 33 years.

MURRAY—On the 9th June, at Port of Spain, Trinidad, W.I., Edward Murray, of Woodbrook, aged 74, late Marshal of the Island, and for upwards of thirty-five years in the service of the colony.

POWER—On the 15th July, at Waveney Villa, Ventnor, Isle of Wight, Julius Charles Power, formerly of Hong Kong, of disease of the heart, aged 56 years.

STURZENEGGER—On the 5th June, at Deli, Sumatra, Adolf Sturzenegger of Trogen, Canton Appenzell, Switzerland, and formerly of Singapore, aged 28 years.

HOUSE OF LORDS.

THE SAIGON CONSULATE.

(July 24th.) Lord STANLEY of ALDERLEY asked the Secretary of State for Foreign Affairs whether Her Majesty's Government intended to fill up the post of British Consul at Saigon, which was now vacant.

The Earl of DERBY said there was no information at the Foreign-office of the existence or even the probability of the vacancy assumed in the question of his noble friend. The Consul was absent on leave obtained in the early part of this year. In his absence the Consul left as his deputy a gentleman who was partner in a firm at Saigon. He was not aware whether that gentleman was a British subject, but he believed he was very well fitted to discharge the duties in the temporary absence of the Consul. He did not think there was any reason for avoiding a new appointment in the case of a vacancy.

HOUSE OT COMMONS.

THE CONSULAR SERVICE.

(July 21st.) Mr. B. COCHRANE asked the Under Secretary of State for Foreign Affairs whether, by a new regulation, Consuls serving in South America, China, or any trying climate, were permitted to count for every year of service two years towards a pension ; and, if so, why the same favour was not extended to the Diplomatic Service.

Mr. BOURKE : There is no new regulation to the effect suggested. A regulation was agreed upon between the late Secretary of State for Foreign Affairs and the Board of Treasury by which two years' service in unhealthy climates was to count as three in calculating the pensions for the Consular Service. This is in accordance with the recommendations of the Committee of the House of Commons on the Diplomatic and Consular Services. The regulation is intended to meet the case of Consular officers stationed for considerable periods at particularly unhealthy places. It was not recommended by the Committee for the Diplomatic Service, whose members are not as a rule stationed at places to which it would apply.

THE INDIA AND CHINA MAILS.

(21st.) Mr. D. JENKINS asked the Postmaster-General whether the statement in the daily press was correct as to a proposed alteration of the contract now existing between Her Majesty's Government and the P. and O. Company for the conveyance of the mails, and if so, when the conditions of such alteration would be laid upon the table of the house.

Lord J. MANNERS (the Postmaster-General) said some alterations had been made in the contract between Her Majesty's Government and the P. and O. Company, but, so far as he knew, the statements which had appeared in the daily press with regard to the nature of those alterations were altogether incorrect. The new contract was in the printer's hands, and would shortly be distributed.

(23rd.) Mr. WILLIAM HOLMS gave notice to ask the Postmaster-General if he has arranged to allow the P. and O. Company to run their steamers with the heavy portion of the Indian mails through the Suez Canal ; and, if so, to what extent the transmission of that portion of the Indian mails will be retarded : what deduction from the subsidy of £449,000 per annum is to be made on account of the permission thus granted : and, is he aware that his two predecessors in office recommended that a considerable deduction from that amount should be made in that contingency.

(24th.) In reply to the above question Lord J. MANNERS stated that by the new contract with the P. and O. Company it was arranged that the company might run their steamers with any portion of the mails through the Suez Canal. No part of the mails would be retarded in consequence ; on the contrary, there would be an acceleration for both the heavy and the light mails to the extent of twenty-fours. A deduction of £20,000 a year had been made from the subsidy on account of this change. An additional saving would be effected in consequence of no premium being paid in future, and there would be a further saving arising from the fact that payments by the company in respect of overtime would henceforth be compulsory. Altogether, the saving under the new contract would amount to about £24,000 a year.

Naval and Military.

The command of the China Squadron has been conferred upon Vice Admiral Alfred Phillips Ryder. Captain Philip H. Colomb (1870) will probably be appointed flag-captain, and Mr. Thomas H. L. Bowling, paymaster R.N. (1866), secretary. The Admiral will proceed in the Audacious, the new flag-ship, and is now at Chatham, superintending the fitting out of the vessel.—The paddle despatch-vessel Vigilant will, it is stated, be shortly commissioned for special service as tender to the Audacious.

Colonel A. Bassano, C.B., half-pay late 32nd Foot, will succeed Brevet Major W. C. O'Shaughnessy as assistant military secretary at Hong Kong, when the latter officer's staff service shall expire next month. Colonel Bassano has seen considerable service in India.

From a return, just issued, showing the whole of the dockyard transactions during the financial year 1872-73, it appears that in the Hong Kong yard the ships repaired, refitted, &c., were the Iron Duke (flag-ship), Adventure, Avon, Banterer, Barrosa, Cadmus, Curlew, Dove, Dwarf, Elk, Flamer, Hornet, Juno, Leven, Manilla, Melville, Midge, Nassau, Opossum, Orontes, Princess Charlotte, Rinaldo, Ringdove, Salamis, Sylvia, Teazer, Thalia, Thistle, and Zebra, and a number of launches, lighters, and barges. The value of the materials issued for

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these repairs was £29,593, and the wages amounted to £3,195, a total of £32,788; but the value of the materials returned was £12,564, leaving a net total of £20,224. To this, however, are to be added the incidental and establishment charges, £14,908, which brought the total for repairs, &c., in the Hong Kong yard to £35,132. Several of the above-named ships received supplies from the Shanghai yard during the year. The total cost, inclusive of incidental and establishment charges, was £468.

A scene of some interest was witnessed at the Kendal parish church on the evening of the 18th inst. being, the depositing of the Chinese imperial standard captured in the year 1841 by the 55th foot (Westmoreland regiment) from the Imperial army at the battle of Tinghae, Chusan, China, during the war of that year. Major-General Daubeney, late commanding the 55th, and other officers, were present. The Kendal rifle corps, headed by the band, preceded the standard, which was borne unfurled by Sergeant-Major Higginson, late sergeant of the 55th, and serving under the major-general in the war, and afterwards in the Crimea. The colours were affixed to the wall above a large monumental tablet to the memory of a number of officers and men of the 55th, who have fallen in action.

Lieut.-Colonel J. Sanderson, retired full pay 1st Foot, joins the Royal Foundation of the Military Knights of Windsor, vice Captain Desborough, deceased. Major P. Cahill, late 56th Regiment, has been appointed to the Lower Foundation, to fill an existing vacancy. Major Cahill served with the 49th Regiment throughout the whole of the operations in China (medal), commencing with the first taking of Chusan, and terminating with the demonstration before Nanking. He also served in the Eastern campaign of 1854, was present at the battle of the Alma and siege of Sebastopol, and was severely wounded.

The Distinguished Service Reward, vacant in consequence of Major-General Armstrong's death, has been awarded to Colonel S. F. C. Annesley, 10th Regiment. Colonel Annesley served with the 37th Foot in Ceylon during the rebellion in 1848, and with the 10th in the Indian campaign of 1857-58.

The following changes in the Medical department of the Army have been made:—Surgeon-Major A. P. Cahill, M.D., from Ceylon to England; Surgeon-Major R. M'Nab, M.D., from Hong Kong to Singapore; Surgeon-Major J. B. Baker, from Hong Kong to Singapore.

The Netherlands steam sloop Bandjermassing, three guns, Lieut.-Commandant Ehorle, from Helvoet bound for Atchin, put into Falmouth on the 20th inst. for the purpose of coaling, and proceeded the same evening via Malta and the Suez Canal.

The Victor Emmanuel, which sailed for Hong Kong on the 5th inst. arrived at St. Vincent, Cape de Verde, on the 20th inst.; all well. It is expected she will reach the Cape of Good Hope by the 1st of September.

The Teazer, Commander H. A. Digby, from the China station, arrived at Malta on the 11th inst., ninety-eight days from Hong Kong, and twelve days from Port Said. She left on the 17th inst. for Devonport.

Brevet-Major W. C. O'Shaughnessy, who has been serving on the Staff in China, is to resume duty in the 1st battalion 12th Regiment, stationed at the Curragh.

The 57th Regiment, now stationed in Ceylon, will eventually, it is stated, be moved to India. The health of the men since their arrival out has been excellent.

Commander George Parsons, who commanded the Rinaldo, recently returned from China, has been promoted to the rank of Captain.

Miscellaneous.

JAPAN MISSIONS.

The *Church Missionary Intelligencer* contains a Nagasaki letter from the Rev. H. Burnside, in which he gives an interesting account of the progress of his mission work. Application had been made to the Governor of Nagasaki for permission to open a mission school in the native town where, in addition to English, the Bible would be taught. His Excellency refused this permission, indicating that he did not object to the school itself, but he had decided against the religious influence which would be brought to bear on those who would attend. The project had to be abandoned for the present, but Mr. Burnside has not given up the idea. The mission premises are very much too far away from the town, and Mr. Burnside has decided, if he can raise the necessary funds, to build nearer the native town. The Rev. C. F. Warren writes from Osaka, "We in Osaka are without the protection of foreign guns, and Kobe is no better off, as the Russian gunboat *Sotol* has left for Nagasaki. The troops at present quartered here are dressed in French uniforms, but there is a sad want of discipline amongst them. I am thankful to say that we have no ground to fear that we shall need their protection."

MR. ROBERTSON'S REPORT ON YOKOHAMA TRADE.

The *Pall Mall Gazette*, in noticing Mr. Russell Robertson's report on the trade of Yokohama, says:—The sudden influx of European goods and the requirements of a foreign market some twenty years ago seems to have acted as a dissolvent element in the whole social and political constitution of Japan. Nothing, indeed, is more striking throughout the report than the evidence continually afforded of the wide reach of the influences set in motion by such commercial activity as foreigners develop wherever they found a trade in the East. The change in the cost of articles and the purchasing power of the precious metals is only among the earliest results; the first move in the great game of commerce which in this case ended in checkmating kings and arousing Eastern populations from a "sleep of a thousand years," as a Japanese Minister himself expressed it. When we read that tea—now as great a necessity to the Japanese as to the Chinese—was only introduced in 1605, and tobacco about the same time, we are disposed to ask how not only the Japanese, but all Western nations, contrived to bear the ills of life without such "necessaries" as they have since become to all the millions of the present day, to whom the deprivation of the one or the other would be almost a calamity. Wine and malt and spirituous liquors could very imperfectly supply the more gentle stimulus of tea or the soothing and sustaining influence of tobacco. Perhaps the wine and spirits and beery potations may have met the coarser wants of a less artificially nurtured body. But with our later experiences of the evil effects of the stronger potations of Northern races, we may well envy nations who find in the weakest infusion of the tea-leaf and the mildest form of tobacco all the comfort of this kind that their nature or constitution requires. And this appears to be true of by far the greatest part of the population occupying Eastern Asia, numbering probably a third of the whole of the human race. We are not debtors to the Chinese or Japanese for our tobacco, and there are many still left in Europe who think it a doubtful acquisition. But this cannot be said of tea or silk, or porcelain or lacquer ware, in all of which products these two nations are to this day unrivalled by the foremost and cleverest European workmen. We may well show some patience, therefore, if we find them slow to see all the merits of free trade and competition, and learn that, like some nearer and dearer friends, they require educating up to the higher conceptions of the Western intellect.

HONOURS TO THE LORD MAYOR AND THE SHERIFFS.—The Queen has conferred a baronetcy on the Right Hon. the Lord Mayor, Sir Andrew Lusk, and the dignity of knighthood on Messrs. Johnson and Whetham, the Sheriffs of London and Middlesex, in commemoration of the marriage of the Duke of Edinburgh and of the Czar's visit to the City. Sir Andrew Lusk, Bart., M.P., is a native of Barr, Ayrshire, where he was born in 1813. He is a merchant, shipowner, and provision dealer in the city of London, and is a director of the Imperial Bank and other companies. In 1865 he was returned to Parliament in the Liberal interest for the borough of Finsbury, which constituency he still represents. He is also a deputy-lieutenant and a justice of the peace for Middlesex. He became Lord Mayor of London in November last. Sir John Henry Johnson, one of the sheriffs of London and Middlesex, was born in 1827. He is the sole representative of the old established house of Messrs. John Johnson and Sons, of the Corn Exchange. Alderman Charles Whetham, alderman and sheriff, was born in 1812. He was elected alderman for Bridge Ward, in the city of London, in 1871, and is connected with many public companies in the City. By the honours just conferred titles are now borne by twelve out of the twenty-six members of the Court of Aldermen. In addition to Lord Mayor Lusk and Sheriff Whetham, there are Sir R. W. Carden, Sir W. A. Rose, Sir B. Phillips, Sir Thomas Gabriel, Sir J. C. Lawrence, Sir Thomas Dakin, Sir Sills Gibbons, Sir Sydney Waterlow, Sir Thomas White, and Sir Francis Truscott. This is the fourth year in succession in which the Lord Mayor has received a title, a knighthood having been conferred upon Alderman Dakin in 1871, and baronetcies upon his three successors, Aldermen Gibbons, Waterlow, and Lusk.

THE conversion of a young Japanese to Christianity is just reported from Frankfort-on-the-Maine, where he was sent by the Ambassador at Vienna to superintend and control the printing of paper money for his Government. Having already acquired a good knowledge of the German language, he became acquainted with Pastor K. von Gerlach, the garrison chaplain, and evinced such a strong desire to be initiated into the mysteries of the Christian religion that the clergyman good-naturedly offered to give him a regular course of instruction, which was gratefully accepted by the young Japanese—who is said to be the scion of a very wealthy and influential family in his native country—and which made such a deep impression on him that at his own special request he has now been publicly received into the bosom of the German Protestant Church. The ceremony of baptism was performed by the above-named clergyman on Sunday week at the parish church of Seckbach, a village about two miles distant from Frankfort, in the presence of the assembled parishioners, pastor Hartman and the missionary Strobel acting as his sponsors.

THE Board of Trade report on railway accidents during 1873 has been published. It appears that the total number of persons killed on railways during the year was 1,372, and the number of injured was 3,110. Of these, 160 persons killed, and 1,750 persons injured, were passengers; and the remainder, 1,212 killed, and 1,360 injured, were officers or servants of the railways companies, or trespassers, or others who met with accidents at level crossings, or from miscellaneous causes. Of the passengers, 40 were killed, and 1,522 were injured, from causes beyond their own control. The total number of passenger-journeys having been 455,272,000, it follows that the proportion of passengers killed was in round numbers 1 to 2,845,450, and of passengers injured 1 to 260,155. The report concludes with a series of suggestions for securing increased safety. They refer to the judicious selection and training of officers and servants, a thorough maintenance of permanent way, sufficient siding accommodation for goods traffic, and continuous breaks.

A RETURN relating to the Indian and Ceylon Telegraphs has just been published. It appears that the line from Ceylon coast (Talla Manaar) to Galle, is 311·75 miles in length, and that the total cost of the lines and buildings to the end of the financial year 1872-73 was Rs. 1,56,085. The line from Belgaum to Ceylon is 983·835 miles in length, and the total cost of the lines and buildings to the end of the year 1872-73 was Rs. 9,41,555. The line from Madras to Ceylon is 393·5 miles in length, and the total cost of the lines and buildings to the end of 1872-73 was Rs. 6,00,080. The line from Colombo to the Railway-station, a mile in length, cost to the end of 1872-73 £500. The receipts in India from the Ceylon Telegraph during the year ending March, 1873, were £9,370. The expenditure was: superintendence, £2,186; line maintenance, £1,486; signal offices, £3,791; repairs, £270; total, £7,733.

A REPORT on the census taken in Scotland in 1871, showing the occupations of the people, has been issued. Of the 3,360,018, which is the

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total population of Scotland, it appears that 1,468,585 followed occupations of some kind. The professional class during the ten years has increased by 2,567, and now numbers 54,198. The commercial class during the same period has increased by 31,773, its total number being 114,694. In the agricultural class, however, there was the marked decline of 102,289, the total number now being 270,008, instead of 372,247, as in 1861. This fact, says the report, "fully bears out the conclusion we arrived at, that the prosperity of our country is every year becoming more and more dependent on the prosperity of our commercial, manufacturing, and mining industries."

SHAFTESBURY PARK ESTATE, which is being formed into a township of cheap houses for the accommodation of the working classes, was publicly opened on the 18th inst. The proceedings included a meeting, at which the Earl of Shaftesbury presided, and Mr. Disraeli and Earl Granville spoke warmly in praise of the plan thus set on foot. The Premier remarked that the promoters of it have to a certain degree solved a question that has perplexed Parliament, viz., the improvement in the dwellings of the great body of the people. Shaftesbury Park is a township which in November next will contain 1,200 houses, capable of accommodating about 8,000 persons, and is situated in Battersea, near Clapham Junction Station. It is the work of the Artisans, Labourers, and General Dwellings Company, which also has estates in Liverpool, Manchester, and Birmingham.

TWO more of the City churches will shortly disappear. Workmen are now engaged in the demolition of St. Antholm Church, Watling-street. The foundation is very ancient, being the gift of the canons of St. Paul's in 1181. The church was restored under the direction of Sir Christopher Wren in 1682. Another church, the demolition of which will be commenced as soon as the necessary arrangements are completed, is that of All-Hallows, Bread-street. In this church Milton was baptised, and the register still preserves the entry of the event as follows :—The xxth daye of December, 1608, was baptised John, the sonne of John Milton, Scrivener." The font which was then used is still in the church. There is also in the church a beautifully-carved altar-piece of ancient foundation.

PROPOSED AQUARIUM AND WINTER GARDEN FOR LONDON.—A prospectus has been issued of the Royal Aquarium and Summer and Winter Garden Society, with a capital of £200,000, in shares of £5, to provide an aquarium and summer and winter garden on a freehold site facing the Houses of Parliament and Westminster Abbey. The building is to be principally of glass, forming a large conservatory and promenade surrounded by galleries, and the aquarium is intended to be the most complete yet constructed. Rooms for private concerts, lectures, &c., are also to be included, and likewise a picture and fine art gallery.

BY his will the late Lord Dalhousie has directed that all political correspondence and confidential public papers connected with his official life shall be selected and placed in a locked box by themselves. It is to be sealed up and deposited in the family charter-room at Panmure, and is not to be opened for more than one hundred years—namely, 1990. The present generation will therefore never learn all the particulars connected with the "Take care of Dowb" despatch which Lord Dalhousie, then Lord Panmure, while Secretary of War, during the Crimean war, sent out to Lord Raglan, and the existence of which document was first mentioned by Sir de Lacy Evans in the House of Commons in an after-dinner speech.

A GRAND banquet has been given by the Lord Mayor of London to a large number of gentlemen and ladies concerned in the pursuit of literature, art, music, and the drama, and the occasion brought together a picturesque assembly of English and foreign celebrities. The first special toast, "Literature and Art," was responded to by Lord Houghton, Sir Francis Grant, and M. Halanzier. "Music," represented by the prime donne of both operas, was acknowledged by the Marquis de Caux and Sir Julius Benedict. Messrs. Sala, Hynam, and Saner, of the *New York Herald*, severally responded for "English and Foreign Journalism," and Mr. Alfred Wigan for the "Drama."

THE Lord Mayor, accompanied by the Lady Mayoress and several members of the Corporation, visited Stratford in state on the 20th inst., for the purpose of opening West Ham Park as a public recreation ground. The park was purchased of Mr. John Gurney for £25,000, that gentleman and the Corporation of London each contributing £10,000 towards that amount, the remainder being made up by local subscriptions. The title-deeds having been handed to the Lord Mayor, he in turn gave them over to the managing committee, at the same time declaring, amid loud applause, that the park was open for ever.

THE Secretary of the British and Foreign Anti-Slavery Society has received a letter from a correspondent in Jeddah, which tends to confirm the representations made as to the increased briskness of the slave trade on the Red Sea. This communication says :—"All the ports on this side of the Red Sea bristle with slaves for sale, particularly Jeddah; this town supplies hundreds of homeward-bound pilgrims with (to them) the necessary article of human flesh. Abyssinians are always in demand, and the Arabs seem well able to meet it, judging from what I saw during the last pilgrim season."

DR. HERBERT VAUGHAN, the Roman Catholic Bishop of Salford, has protested against the conduct of those who have, without proof, asserted that the recent attempt to assassinate Prince Bismark was the work of his Church. Alluding to the telegrams announcing the event, Dr. Vaughan said that the whole of the telegraphic system of Europe was manipulated by Jews, "the hereditary opponents not only of the Catholic Church, but of all Christianity." They and the Freemasons, he asserted as a serious fact, were leagued together to destroy Christianity in Germany.

THE steamship *Albion*, of Leith, Captain Howling, has sailed from Aberdeen, having on board the American Expedition to Iceland. The gentlemen composing the Expedition are Mr. Cyrus W. Field, Mr. H. N. Gladstone, a younger son of the ex-Premier, Mr. Bayard Taylor, Dr. Hayes, Dr. Kneeland, Mr. M. Halstead, and Mr. Eirikr Magnusson. The cruise round Iceland and the Faroe Islands will occupy about two months, and it is intended to take part in the rejoicings on the occasion of the Danish King's visit to Iceland on the 2nd proximo.

A PROPOSAL TO TUNNEL MONT BLANC.—During the past year M. Ernest Stamm, an Alsatian engineer, devoted much time and care to the study of the question of a connection between France and Italy independently of Swiss territory. With this object the idea of tunneling Mont Blanc is advocated by him in a paper which has been read by M. Stamm before the Société Industrielle de Mulhouse. A survey proves that while Chamounix is 3,445 feet above the sea level, and Entrèves, on the south, 4,216 feet, a tunnel between the two points would not be longer, nor its gradients more difficult, than the Mont Cenis tunnel.

IT appears from a Parliamentary return that there were at the end of last year 16,820 miles of railway open in the United Kingdom. The total authorised capital amounted to £676,686,586, of which £588,320,308 was paid up. The number of passengers, exclusive of season ticket-holders, was 455,320,188. The total receipts from all sources amounted to £57,742,000, of which 55 per cent. was from goods traffic, and 41 per cent. from passenger traffic.

SEVERAL houses in the parish of St. Martin, London, having been found in a dangerous condition, the surveyor applied to the Marlborough-street Police Magistrate for an order to evict the occupiers. Some of the inhabitants, who were poor people, pleaded that they could not find lodgings elsewhere on such short notice as had been given them, but Mr. Knox said he had no power to allow them to remain in their houses, and granted the order.

THE Messageries Maritimes Company's steamer *Ara*, with the present inward mail, arrived at Marseilles on the 21st inst., at eleven A.M. She brings seventy-one passengers and a general cargo, including one hundred and fifty bales of silk, 6,440 packages of tea, and 8,000 sundries for London, which part of her cargo will be forwarded to its destination per company's steamer *Labourdonnais*, due in London on or about the 2nd proximo.

THE Eastern Telegraph Company have announced that their Vigo-Lisbon Cable has been broken by the Pacific Company's screw steamer *Chimborazo*, near Lisbon, in thirteen fathoms of water. It is anticipated that the line will be speedily re-established, and during the interruption messages for Egypt and the East will be forwarded *viâ* Marseilles.

THE National Debt, it appears from an official return—funded, unfunded, and terminable annuities included—stands at the sum of £779,283,245. For the year 1857-8 the amount was £839,519,326. During the intervening period £21,026,489 has been added to the Debt, and £81,262,570 paid off, leaving a balance in our favour of £60,236,081.

A FLAX MILL at Lockinnock, in Renfrewshire, has been totally destroyed by fire. The premises were occupied by Messrs. Crawford Brothers, spinners, and were five storeys in height. About two hundred and fifty persons will be thrown out of employment. The damage is estimated at £20,000.

IT appears from the annual report for 1873 of the Scotch Fishery Board, that the number of fishing-boats in Scotland was 15,095, and of fishermen and boys, 45,594 ; and that the estimated value of the boats, nets, and lines employed in the herring and cod and ling fisheries was £1,020,328.

HER MAJESTY'S SHIPS ON THE CHINA STATION.

The following are the vessels which constitute the China squadron, according to the last issued "Navy List :"—

Ship.	Guns.	H.-power.	Captain.
Avon	4	120	Com. A. T. Powlett.
*Cadmus	17	400	Capt. W. H. Whyte.
Charybdis	17	400	Capt. T. E. Smith.
Curlew	3	160	Com. E. J. Church.
Dwarf	4	120	Com. the Hon. E. S. Dawson
Elk	4	120	Com. R. H. Harris.
Frolic	4	100	Com. C. E. Buckle.
Growler	4	120	Com. W. Stewart.
Hart	4	120	Com. T. H. Royse.
Hornet	4	120	Com. O. S. Cameron.
Iron Duke (flag ship)	14	800	Capt. W. Arthur.
Kestrel	4	100	Com. C. B. Theobald.
Midge	4	120	Com. J. F. G. Grant.
Modeste	14	350	Capt. F. T. Thomson.
Mosquito	4	60	Lieut. R. H. Paul.
Ringdove	3	160	Com. U. C. Singleton.
Swinger	4	60	Lieut. E. A. Bolitho.
Sylvia	3	150	Capt. H. C. St. John.
*Teazer	4	120	Com. H. A. Digby.
Thalia	6	400	Capt. H. B. Woollcombe.
Thistle	4	120	Com. F. Stirling.
Victor Emmanuel	2	600	Capt. G. H. Parkin.

* Ordered home.

The *Oriental* for July refers almost exclusively to Indian matters, as the papers, "Forty-three Years in India," "Benevolent India," "The Government of India Traffic in Spirits," and "The Capuan Fever," testify. There is a brief sketch of the labours of Mr. Trubner in the field of Oriental literature, and the usual editorial notes, which are always interesting.

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The London & China Telegraph.

LONDON: MONDAY, JULY 27, 1874.

BARON VON RICHTHOFEN'S PROPOSED RAILWAY.

IN the *London and China Telegraph* of June 1st we placed before our readers this scheme, as propounded by its author at a meeting of the Berlin Geographical Society, but it appears to us to be set forth with greater clearness in the paper which the Baron has contributed to the July number of the *Geographical Magazine*, and we therefore take this opportunity of again calling attention to this very important matter.

"The completion of the railroad across North America," observes Baron VON RICHTHOFEN, "first suggested the "idea of direct communication between Europe and "China, the chief consuming and producing countries of "the world. In considering the question in detail, the "object is, of course, the utilisation of existing trade-"routes in combination with existing lines of railway, and "two projects have thus grown up." These are denominated the Russian and the English projects, the former uniting Nijni-Novgorod with Peking by a line past Ormsk, Tomsk, Irkutsk to Kiachta, and then across the Mongolian desert; and the latter joining the valleys of the Indus and the Ganges on the one side with Europe, and on the other with China. For various good and valid reasons Baron VON RICHTHOFEN looks upon both these projects as impracticable, and, as he remarks, neither of them would by any possibility occur to any one looking at the question *from a Chinese standpoint.* The great goal of railway enterprise is not Peking (for that city and the districts immediately surrounding it have no great commercial importance), but "that densely-populated and fertile alluvial "plain which lies beyond the eastern prolongation of the "Kuen Lun range and the lower courses of the Yang-tsze "and the Hwang-ho. . . . To the north, where the Hwang-"ho breaks out from its mountain cradle, lies the true gate "towards Central Asia," and the real key to communication with it is Si-ngan-fu. From this town there is a wide natural route leading straight into Central Asia, and this route undoubtedly offers the "best line of approach, whe-"ther for caravans or armies, as well as the best, if not the "only, site for a line of communication." This narrow tract or belt of country, "in which the towns Lan-chow-fu, Kan-chow, and Su-chow successively occur," is found to be level and fertile, and "hard by Su-chow it widens out, and "a little beyond the last great gate (Kia-yu-kwan) the "Great Wall is reached." The extreme importance of this route is clearly shown by various events in Chinese history in both ancient and modern times, and Baron VON RICHTHOFEN briefly draws attention to them. Beyond the Great Wall the road is tolerably level to the oasis of Hami, a distance of 1,560 *li*, and after that it lies through steppes. At Hami the Tien Shan range is reached, and here the road divides, the southern portion running from one oasis to another past Kashgar and Yarkand, and the northern one leading along a steppe-like country studded with wells, past Barkul to Kuldja, which was annexed by Russia in 1872. This road, which we have thus hurriedly sketched, is, we are told, "*the best natural line for a railway from "China to Europe;* . . . the best proof of the goodness of "the road, and the absence of any important physical diffi-"culties, is that up to the time of the recent political dis-"turbances, camels were rarely used by travellers, but "waggons were almost exclusively adhered to." The worst part of the road lies between Si-ngan-fu and Lan-chow-fu, where a lofty mountain has to be crossed, but the gradients are easy: beyond this the road is level, and there is no lack of water. The distance from Si-ngan-fu to Kuldja is 2,245 miles, and as native carts travel from point to point in eighty days, it is clear that there can be no great difficulties to be overcome, for that is their usual rate everywhere in the plains of Northern China. The road from Hami to Yarkand is shorter than that to Kuldja, "but Yarkand is situated in a regular *cul-de-sac*, and a railway line would inevitably be brought to a standstill at that point.

Baron VON RICHTHOFEN thus sums up the advantages of the route which he advocates:—It is the most direct line of communication between China and Europe, and it enters China proper at the only point where a good road exists from the westward. Such difficulties as arise from broken and mountainous country are (as unanimous accounts tell us) conspicuous by their absence. The approach from the plains of China to Si-ngan-fu, and the road thence for a part of the way towards Lan-chow-fu, are not unaccompanied by difficulties, as the yielding *löss* soil is there met with; but, immediately on entering the thickly populated districts of China, one may look for a most profitable return for one's capital. Without wishing to be captious, we cannot but think that our writer rather underrates the difficulties presented by the Yellow River—"China's sorrow"—but we must hope that European engineers would be able to deal satisfactorily with them. One feature, we are reminded, lends supreme importance to this route, and that is the ease with which coal can be procured. In Shansi and Kansu it is found in great abundance, and on the road to Hami and from Barkul along the northern slopes of the Tien Shan it is fairly plentiful, being used as fuel at every station. All things considered, Baron VON RICHTHOFEN is of opinion that "the line is not only one favoured by nature and one of "which the importance is borne out by history, but its "direction is exactly that best suited for the object sought, "while the ease with which it can be laid down and main-"tained will render the cost of transporting goods very "moderate." He does not pretend to decide on the best route after leaving Kuldja, for there, he says, there is no knotty geographical problem to solve, and he thinks that "the direction finally chosen will probably be determined on from political considerations." Whether the line eventually joins the Russian system by either of the two routes, or "whether efforts will be made to effect a junc-"tion with M. de LESSEPS' proposed line to India, ... "these questions have but a slight importance as regards "the portion of the trans-continental line which will cross "the plateau of Central Asia, inasmuch as at the most "they can but affect its extreme western end."

THE daily papers lately published a statement referring to a proposed alteration in the P. and O. Company's contract for the conveyance of the mails. This paragraph was copied by our overland contemporaries, and our readers may have been surprised that so important an item of intelligence should have been omitted from our own columns. The reply made to Mr. D. JENKINS in the House of Commons by the Postmaster-General, at once places the rumour referred to in its proper light, and shows that the reports on the subject were incorrect. The practice we have adopted of ignoring statements which are not well founded we consider the wisest. Exceptions to this rule of course occur occasionally.

THE Parliamentary return of the number and names of the ships employed in conveying coolies from India and China to the British West Indies since the 1st of January, 1872, to the present time, has just been issued. There were fifty-nine vessels from India, with a total embarked of 27,086 coolies, out of which number 1,162 deaths occurred and 176 births. The mortality on board the ships *Humber*, *Woodburn*, *Golden Fleece*, *Hereford*, and *Kate Kellock* was heavier than that on the other ships, amounting in one case to sixty-eight deaths. The only vessel from China is the *Corona*, which took 388 immigrants to British Guiana. The *Indus* was lost on her passage.

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THE amendments to the Straits Courts Bill have been passed, but the Bill is not yet reprinted, and we therefore reserve any comments on it, and Lord STANLEY'S remarks.

THE *Gazette* notifies that Mr. R. F. MORGAN, Queen's Advocate in Ceylon, has received the honour of knighthood.

THE COINAGE OF HONG KONG AND THE STRAITS SETTLEMENTS.

From the Fourth Annual Report of the Deputy Master of the Mint, which has just been issued, we learn that among the colonial coinages executed during the past year were a coinage of the nominal value of £6,250, in silver pieces of 20c., 10c., and 5c., for the Straits Settlements, and a coinage of the nominal value of £12,000, in pieces of the same denominations, for Hong Kong. Two coinages, which the pressure of the demand for Imperial coinage has rendered it impossible for the Mint to undertake, have been placed in other hands, namely, a silver coinage of the nominal value of £8,000, in 20c., 10c., and 5c. pieces, executed by Messrs. Heaton and Sons, of Birmingham, for the Government of Hong Kong; and a copper coinage of fifty tons, in 1c., ½c., and ¼c. pieces, for the Government of the Straits Settlements, entrusted in the month of May to the Calcutta Mint. Part of the latter coinage was afterwards transferred to the colony of Labuan.

The following table exhibits the number and value of coins struck in the Royal Mint, as mentioned above :—

Denomination.		Number.		Value, nominal or real.		
Straits Settlements.—Silver—20c.		33,514	...	£1,396	8	4
" " 10c.		216,184	...	4,503	16	8
" " 5c.		61,296	...	638	10	0
Hong Kong ... Silver—20c.		96,436	...	4,018	3	4
" " 10c.		196,987	...	4,103	17	11
" " 5c.		387,458	...	4,036	0	5
Total		991,875		£18,696	16	8

ASSAY OF JAPANESE COINS.

In his Report, above alluded to, Mr. C. W. Fremantle also states that in September last portions of "pyx" coins of gold and silver, and pieces from "test ingots," taken from the coinage of the Japan Mint during the year, were, by direction of the Japanese Government, forwarded to the Treasury, with a request that their Lordships would be pleased to permit test assays of them to be made by the Mint in London, and would cause a report of the results to be transmitted to Osaka. In accordance with this request, the assays were made in the Royal Mint in the month of November, and the result, which in each case gave proof of the accuracy of the work performed, was in due course communicated to Major Kinder.

THE ORDEAN STABLE.

(To the Editor of the *London and China Telegraph*,)

SIR,—On reperusal of my letter to you of the 8th inst. I must say I am surprised at the warmth of "A.B.'s" rejoinder. No person can be more grateful than I am to Lord Stanley of Alderley for the interest he takes in Straits affairs, only I should like to see his energies employed in a more useful manner to public interests. This is a matter of opinion. Had his lordship backed up the Straits Association when from 1868 to 1872 they clamoured at the doors of the Colonial-office, and obtained from Lord Kimberley then the inquiry he asks for now, Sir Harry Ord, on the spot, would have had necessary papers and witnesses round him, and the result might have tended to public justice and general advantage. Now that he is removed from the Straits, that documentary and personal evidence can be with difficulty procured, that a principal witness in his favour, probably, has been calamitously removed, the inquiry would savour less of fair play, and, upon such grounds, is, I think, objectionable.

But in writing I did not intend to create ill feeling and dissent, but rather concord, if possible. My wish was to show how all those interested in the Straits Settlements might best unite to promote the present and future prosperity of that flourishing colony, being strongly of opinion, with Archbishop Whately, that it is "useless to shiver for last year's snow."—Yours obediently,

Δ

July 22, 1874.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, JULY 21.

Numerous instances having been adduced to show how the unlimited use of private signals in the merchant service interferes with those of vessels in distress or requiring the aid of a pilot, affecting the lives of the crew and safety of the ship, it seemed expedient to issue some general regulations on the subject, if possible by international agreement; but owing to the great pressure of business it has hitherto been postponed from one session to the other. It seems now, however, that the authorities are taking up the matter in earnest, and it is to be hoped it will be brought to a satisfactory solution without any further delay. The Chancery of the Empire recently sent a copy of the English Merchant Shipping Act of 1873 to the Governments of all the maritime States of Germany, with a request for their opinion if it was advisable to introduce the same code of signals as that contained in the Act, or whether it would be better to draw up a separate one for the use of the German mercantile marine. With the exception of Oldenburg, who suggested the expediency of several alterations, all the other Governments were unhesitatingly in favour of the former alternative and the adoption of the English code. In consequence of this almost unanimous expression of opinion, in which the Chancellor cordially agreed, the draft of a decree embodying the contents of the above cited Act of Parliament has now been drawn up and submitted to the Bundesrath for their approval and promulgation.

A conference of delegates from all the commercial seaport towns of Germany is convened to meet at Danzig in the beginning of next month to take into consideration the expediency of memorialising the Chancellor with regard to the introduction of a general code of maritime law, and have already sent a circular to the various Chambers of Commerce in such ports requesting them to consider the subject and send a representative prepared to give their decisive opinion. The Hamburg Chamber of Commerce has already returned an answer declining to take part in the conference, on the ground that the present is not an opportune time for pressing the Government on so important a subject. On the other hand, the majority have replied in the affirmative, and signified their intention of sending a delegate duly instructed to support the proposal.

Since I last wrote to you on the subject of the introduction of the new currency, great progress has been made, and there is now no doubt that it will become an accomplished fact on New Year's-day. During the few days that Prince Bismark spent at Berlin on his journey from Varzin to Kissengen, he insisted on the necessity of putting an end to the dreadful state of uncertainty and suspense as soon as possible, and so it was settled that the date fixed for the Prussian dominions should be the 1st of January next. This has been officially announced, though the decree has not yet been published, but there is plenty of time for that, as the law requires only three months' preliminary notice to be given, and long before the end of September the summer holidays will have come to an end, and the Emperor, Prince Bismark, and all the great officers of State, will have returned to Berlin from their travels and visits to the bathing-places, and have resumed their usual official avocations. The King of Saxony and the Duke of Brunswick have published decrees—both dated July 1—ordaining the introduction of the new currency in their respective territories on the 1st of January. Hamburg has received 50,000 marks worth of the new currency and put it in circulation, which is a great relief to the retail trade, where the scarcity of small coins for change was so severely felt that the tradesmen were put to all sorts of shifts to content their customers. In bringing this to the notice of the public the Finance Department declared their readiness to part with the new coins to the public on application as far as the amount at their disposal went, in sums of six, twelve, eighteen, and twenty-four reichsmarks for the equivalent in the old currency, and in coins of ten, five, two, and one pfennigs respectively. They further point out that the new currency is already a legal tender, but that no one is bound to receive in payment a larger amount than one mark (100 pf.) in the above-named four denominations of coin. And finally they give notice that the legal value of the coins is 7½ pfennigs for a schilling Hamburg currency, but that sums ending in half a schilling are to be reckoned at 4 pf. and one schilling are 8 pf. The whole amount at the disposal of the Finance Department was totally absorbed the first day, and ten times as much was vainly applied for.

In a former letter I informed your readers that the gold coins of the separate States of Germany lost their legal and nominal value on the 1st inst., being called in, put out of circulation, and the new gold currency given in exchange. The largest number of these were found to be the Prussian Friedericks d'Or, which always passed current at the fixed value of 5 thalers 20 silbergroschens, but now that they are shelved as money and have only value as gold the banks and dealers will not give more than 5 thalers 5 groschens for them. And here an unforeseen and peculiar difficulty has been brought to light, and will probably give rise to an Act of special legislation to redress the oversight. In some of the older provinces—especially East and West Prussia—it has been the custom from time immemorial to make out the value of landed property, houses, mortgages, and other objects either in "thalers gold" or in a certain number of "Friedricks d'or." The latter had no fixed value till 1832, when they became a legal tender and worth 5⅔ thalers, or 17 marks of the new currency. It therefore remains to be settled at what rate the older deeds of mortgage, rent, interest, &c., of a date anterior to 1832 are to be calculated on reduction to new currency. It was formerly the custom to give and take an agio of 4 groschens for the "thaler gold," but custom and usances are not binding in law. Still, however, in fairness and equity the persons interested have some claim to be heard, as it would be very hard on them to make them suffer such a serious loss, which was certainly not contemplated by the German Parliament when they passed the new currency law, as not a word was said about it in the debates by any speaker who took part in them.

It is further officially notified that the South-German two-florin pieces cease to be a legal tender after the end of September, and will be exchanged for their equivalent in new currency till the end of the year, after which period they will only have value as raw silver at the market price of the day. The Austrian quarter-florin pieces are no longer allowed to pass current in Germany. Sixteen hundred bags of these coins, collected at the public offices at Berlin and elsewhere, have been sent hither to be melted down by the Refining Company in this city.

COMMERCIAL.

The dealings in Tea have been on a very limited scale, but the prices are steady; the only sale by importers was 625/8 chests of Congou. Rice finds an easy sale at full rates, a cargo of 21,245 bags Saigon per Aline was sold afloat before arrival. There is a brisk demand for Cassia, and a good many transactions are reported at 61 to 62 marks. Flores is also

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firmer. Pepper rules firm, with a fair amount of business; Singapore is not to be had under 68 to 69 marks, and Penang stands at 63 to 64.

SHIPPING.

ARRIVALS.—Aline, from Saigon; Anna, from Singapore.

SAILED.—Uli, to Manila; Atalanta (str.), to Singapore and China; Henriette Behn, to Hong Kong.

LOADING.—Sylvia (str.), to Singapore and China; Pallas and Varuna, for Hong Kong; Seenymphe, for Manila.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.

AMSTERDAM, JULY 22.

When the Cabinet of Mr. Van de Putte resigned, its organ, the *Nieuwe Rotterdamsche Courant*, advised that a Ministry should be formed by Mr. Heemskerk. This suggestion created much surprise, because it is not long since this statesman was declared by the same paper to be utterly ineligible for any ministerial post. But what was hinted is now an accomplished fact. The manager of the King's Cabinet returned from Montreux, where he met our Sovereign, and some hours later all the papers published the announcement that Mr. Heemskerk had undertaken to form a Cabinet. This quite agrees with the adventurous character of that gentleman, who most undoubtedly possesses great talent, but who does not enjoy a good political reputation. There is a suspicion that he is prepared to sacrifice anything in order to retain office. The worst, however, is that he has no majority in the Chamber. Of the whole eighty members only nine are with him through thick and thin. It needs not to be demonstrated therefore that he must seek support from other parties, and it thus is quite problematical what political colour his colleagues will be. It seems pretty certain that Mr. Weitzel, the late Minister of War, and Mr. Taalman Kip, who recently accepted the portfolio of the naval department, will retain their offices. But who will fill the other vacant seats? There are plenty of rumours, but it is of no use to repeat them. It seems very probable that Mr. Heemskerk will endeavour to engage the old Liberals to back him, and that he will not seek the support of the Clericals, either Protestants or Roman Catholics. This suggestion is based on an article of the *Nieuwe Arnhemsche Courant*, which includes upon its staff a son of the new Premier. *Tempora mutantur et nos mutamur in illes.* It is almost incredible that Mr. Heemskerk should appeal to the Liberal party, or rather to a fraction of that party. I think it is almost impossible that he can do without the aid of the Clericals, and to obtain such aid he will have to make concessions to which no Liberal will agree. But as I stated before, our political situation is thoroughly rotten, and the most improbable things may happen. It seems to me very doubtful whether Mr. Heemskerk is the right man to put matters straight.

Last week the Provincial States occupied themselves with the election of members to the First Chamber, and all the resigning members were re-elected, with the exception of one member, who went from the Lords to the Commons, and was replaced by Mr. Van Voorthuyzen, a very able man.

At Rotterdam a general meeting has been held of the members of the Society for the Welfare of the Javanese. Mr. A. Moens was in the chair, and in his opening speech said much in praise of the late Dr. H. Bosch, who has left his library to the society. You will remember that the vitality of this society has been for some time very doubtful, and the general opinion was, that this meeting would be the last. It was, however, decided that another endeavour should be made to gain the sympathy of the public. A report was read upon the education of the natives, and it was urged that further efforts should be made in this direction. The meeting approved, but the question remained how to cover the expenses, since the Government will not co-operate? Nevertheless a resolution in the sense of the report was put and carried, and in the meanwhile endeavours will be made to find the funds. The budget was approved of. There is an unfavourable balance, but the members flatter themselves that this may be covered. The Rev. J. H. Maronier and Mr. J. Van Gennep were re-elected managers of the society.

The reports from the Bourse are unimportant. There is plenty of money, but no demand for speculation. Transactions in Colonial Produce are not worth reporting, the intense heat of the weather interfering with business.

SHIPPING.

ARRIVALS.—July 14, at Texel, from Probolingo, County of Stirling; from Passaroeang, Gesina; at Flushing, from Java, Baron van Pallandt van Roosenburg; from Akyab, Ystavat; 15, at Hellevoet, from Rangoon, Gilsland; 18, at Brouwershaven, from Sourabaya, Nestor; from Rangoon, Palmas; 20, at Brouwershaven, from Batavia, County of Sutherland.

DEPARTURES.—July 15, from Texel, for Batavia, Hydrograaf, Java Packet, Cornelia; 16, from Texel, for Batavia, *via* Suez, Pontianak; for Atchin, H.M. str. Bandjermassing.

Monetary and Commercial.

The practice of signing and delivering bills of lading for cargo not actually on board of steamers, is one to be condemned as calculated to afford undue facilities to reckless trading, and the encouragement of persons of no means or responsibility to carry on a shipping business under advances. The India and China trade already has enough of this class of traders. The competition amongst brokers is no doubt keen, but to adopt such tactics is very questionable.

The suit instituted against the directors of the International Bank of Hamburg by Mr. Strack, a shareholder, for the bonus charged by them on both the London and Hamburg establishments, has been decided by the Tribunal of Commerce against the directors. Some interest was felt in the decision, and the shares fell two per cent. The quotation is now 97½ per cent.

At the meeting of the Telegraph Construction and Maintenance Company, the Chairman, Sir Daniel Gooch, M.P., congratulated the proprietors on the completion of the two large contracts for the Brazilian Submarine and the Black Sea Telegraph Company, and announced that all liability on these important works would cease after this week. He also stated that he was in favour of the formation of a trust for distributing to the proprietors the profit shares on the above contracts by means of certificates as before, and also that the *Great Eastern* would sail on the 27th inst. to lay the new cable for the Anglo-American Company.

The directors of the Globe Telegraph and Trust Company have issued their report for the year ending the 18th inst. It states that the total revenue accruing from dividends on securities, and from interest on loans, &c., amounts to £141,481 for the year, out of which £101,271 has been already distributed in interim dividends. The working expenses amount to £1,267, leaving a balance of £38,943 10s. 11d., out of which the directors now propose a distribution of 1½ per cent., or 3s. per share upon both preference and ordinary shares, making with the previous interim payments a total dividend for the year of 6 per cent. on the preference, and of 5½ per cent. on the ordinary shares, carrying forward £1,614.

The half yearly general meeting of the East and West India Dock Company has been held. The report stated that during the past six months there had been an increase of 94,771 tons in the vessels discharged, and of 54,793 tons in vessels loaded outwards. The increase extended to the shipping from all parts of the world, with the exception of the China and Ceylon trades, in which there had been a slight falling off generally. A dividend of 3 per cent., free of income tax, for the past half year was declared.

The monthly statistics issued by the Silk Association of America show the imports of manufactures of silk at the port of New York for the month of June and in the fiscal years ending June 30 to be as follows:—1867, pkgs. 17,354, value $18,343,434; 1868, pkgs. 18,793, value $17,037,749; 1869, pkgs. 22,565, value $21,335,667; 1870, pkgs. 26,034, value $23,087,129; 1871, pkgs. 33,638, value $31,629,906; 1872, pkgs. 37,724, value $34,978,026; 1873, pkgs. 32,394, value $28,401,407; 1874, pkgs. 27,887, value $22,669,653. The imports of raw silk of New York and San Francisco were:—1867, pkgs. 2,252, value $1,224,081; 1868, pkgs. 4,938, value $2,263,142; 1869, pkgs. 5,946, value $3,135,273; 1870, pkgs. 5,263, value $2,528,953; 1871, pkgs. 8,164, value $4,942,447; 1872, pkgs. 9,203, value $5,993,828; 1873, pkgs. 11,129, value $7,032,711; 1874, pkgs. 7,862, value $4,374,556.

Existing orders having been filled, the price of Bar Silver has again declined to 58⅝d. per oz., and the tendency of the market appears to be downwards. Mexican Dollars have experienced a further fall, and those lately arrived have been disposed of at 56¾d. per oz.

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street, and 25, Cockspur-street, Pall-mall.

Messageries Maritimes (Head Office in Paris), 97, Cannon-street, and 51, Pall Mall.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, Gresham House, J. C. Walduck, secretary.

Singapore Gas Company, 8, St. Mary Axe, Robert King, Secretary.

Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Singapore Johore Steam Saw Mills Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Amoy Dock Company, John Pook, agent, Lime-street-square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown-court, Philpot-lane.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh, manager.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, M. P. Jukes, manager, 82, Broad-street.

China Traders Insurance Company, Hong Kong, Fearon and Co., agents, 34, Leadenhall-street.

China and Japan Marine Insurance Company, Robert Benson and Co. agents, 8, King's Arms-yard, Moorgate-street.

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 22, Fenchurch-street, William Martin, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart, Tidman, and Co., agents, 34, Leadenhall-street.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, J. Thomson, chairman.

Chartered Bank of India, Australia, and China, Hatton-court, Threadneedle-street, J. H. Gwyther, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 144, Leadenhall-street.

Deutsche Bank of Berlin, 50, Old Broad-street, G. Pietsch, manager.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

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Hong Kong and Shanghai Banking Corporation, W. H. Vacher, manager, 32, Lombard-street.

National Bank of India, R. O. Sawers, chief manager, 80, King William-street.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

** *Companies omitted in the above list will be included if the particulars are forwarded.*

BANK AND MISCELLANEOUS SHARES.

Shares.	———	Paid.	Closing Prices.
	JOINT-STOCK BANKS.		
£10	Agra...	All	8 to 8½
25	Bank of Egypt	All	48 to 50
20	Chartered of India, Aust., and China	All	14½ to 15½
25	Chartered Merc. of India and China ...	All	25½ to 26½
20	City	10	14 to 15
100	Colonial	30	54 to 56
500fr.	Comptoir D'Escompte de Paris	All	560 fr.
Th.200	Deutsche	All	Th.160
£28½	Hong Kong and Shanghai	All	33 to 35
—	International Bank of Hamburg ...	—	— —
50	Imperial	15	17½ to 18½
50	London and County	20	60 to 61
50	London Joint-Stock	15	49 to 50
100	London and Westminster	20	72 to 73
25	Oriental	All	45½ to 46½
50	Union of London	15	44 to 45
	TELEGRAPH COMPANIES.		
10	Eastern Extension Australia and China	All	7½ to 7¾
10	Eastern Telegraph	All	7¾ to 8½
10	Great Northern	All	10¾ to 11
25	Indo-European	All	15¾ to 16½
10	Mediterranean Extension	All	4 to 4½
12	Telegraph Construction Company ...	All	27½ to 28
20	India-rub., Gutta-perc., & Teleg. Works	All	19 to 20
8	Reuter's	All	10½ to 10¾
	INSURANCE COMPANIES.		
20	British and Foreign Marine	4	
50	Commercial Union	5	4½ to 5
20	Globe Marine	4	1½ to 1 dis.
50	Home and Colonial Marine	5	2½ to 1½ dis.
10	Imperial Marine	3	
20	London and Provincial Marine... ...	2	1⅝ to 1⅝ pm.
10	Merchants' Marine	2	1½ to 1 dis.
50	North British and Mercantile	6¼	27½ to 27¾
25	Ocean Marine	5	6½ to 7 pm.
20	Thames and Mersey	2	3 to 4 pm.
20	Thetis Marine	5	5½ to 4½ dis.
50	Union Marine, Liverpool	5	
20	Universal Marine...	5	4¾ to 5¼
	TEA COMPANIES.		
50	Assam	20	39 to 41
20	British Indian	All	7 to 8
20	Darjeeling	All	17 to 19
10	Eastern Assam	All	2½ to 3½
20	Iorehaut, Limited...	All	48 to 50
20	Do.	14	16 to 17 pm.
10	Lelong	All	12 to 13
10	Upper Assam	All	1½ to 2
	MISCELLANEOUS COMPANIES.		
20	Ceylon	All	13 to 14
20	Do.	10	4½ to 4 dis.
20	Do.	5	3 to 2½ dis.
50	Colonial	20	15 to 12 dis.
5	Credit Foncier of England	All	3 to 3½
10	General Credit and Discount	7½	¼ to ½ pm.
21	Hong Kong Gas	All	— —
10	International Finance	5	2½ to 1¾ dis.
25	National Discount	5	10½ to 11
500fr.	Messageries Maritimes of France ...	All	567.50 fr.
£50	P. and O. Steam	All	55 to 57
50	Do. Do. 1867... ...	10	¼ dis. to ¼ pm
100	Royal Mail Steam...	60	79 to 81
402fr.	Suez Canal...	—	418.75 fr.
£98	Japan Loan, 9 per cent.	All	108 to 110
92½	Do. 7 per cent....	All	96 to 98

ARTICLES OF IMPORT.

No decided alteration is observable in the Produce Markets most of the principal articles still wanting relief from the continued dull monotony, and the downward course in the value of several remains unchecked.

TEA.

There has been some excitement during the week amongst importers, who show great anxiety to sell, but buyers, seeing the weight of Tea available, play a waiting game, and have, so far, the best of it, as prices from the first sales, ex Glenartney, show a drop of 2d. to 3d. per lb. on all but finest quality, which is in small supply, and sells at comparatively good prices. Further inspection of the yield leads us to conclude that the crop is not quite equal to that of last season, and the Ningchows have been too extravagantly estimated. The first supplies of Pakling have been offered, and are disappointing in quality, but the few parcels sold, owing to the scarcity, realised very high prices, ranging from 2s. to 2s. 3d. per lb. The new make Congous, ex late arrivals, are selling at a shade better prices. Capers are selling at ruinously low rates, owing to the high cost.

Messrs. Capel and Co.'s Circular says :—In our last we alluded briefly to the arrival of the Glenartney and partial sale of her cargo at full prices for first samples on offer, especially for good medium kinds. Since then the Agamemnon and Glenfalloch have arrived, and the whole of their cargoes have been put on the market, the quantity being in excess of the requirements of the buyers, exporters operating very sparingly, whilst the trade have bought less freely than usual. The result has been a decline of fully 2d. to 3d. per lb. on the opening rates of 1s. 9d. to 1s. 10d. for good medium kinds, such now being obtainable at 1s. 6d. to 1s. 8d., fine kinds of which first sold from 1s. 11d. to 2s., are not now worth more than 1s. 9d. to 1s. 10½d. per lb., whilst finest have fairly maintained opening rates, say from 2s. 2d. to 2s. 5d. per lb., with some few superfine chops from 2s. 7d. to 2s. 10½d. per lb., the latter being chop Poh Chun. The quality of the crop we consider about equal to that of the last season, whilst the few Ning Chows, which have been seen, prove to be finer than last. Pak Lins :—A few thousand boxes arrived by Euphrates steamer from Marseilles, and were placed on the market yesterday, and sales were made of some portion of them from 2s. to 2s. 2d. per lb., the quality being inferior to first arrivals of last year. In old season's teas business has been too limited to afford subject of remark under separate heads, the chief sales being made at public auction without reserve at about previous prices. In Green Teas but little has been done, prices showing no material change. Scented Teas : Canton Capers of new import continue very dull of sale, and chiefly find buyers at public auction at low prices, leaving very heavy losses to importers. Orange Pekoes are also selling very irregularly, and at unsatisfactory prices. The market is bare of Foochow kinds, both of Caper and Orange Pekoe. Public sales of new season's Congous and Scented Teas took place on the 17th, 20th, 22nd, and 23rd inst., comprising 6,685 packages without reserve, and selling at the decline noted above in the body of the circular. The deliveries for the week as compared with last year are a follows :—

	1874. lbs.		1873. lbs.
Duty paid	2,047,000	...	2,010,000
Coastwise	562,000	...	561,000
Exports	495,000	...	389,000
	3,104,000	...	2,960,000

Messrs. James Goddard and Co.'s Circular says :—Three steamers, with new season's Moning, have arrived, and have placed on the market about 7,000,000 lbs. of Tea. The market opened with a few sales from 1s. 9d. to 1s. 11d., and one parcel at 2s. 4½d., but at the former prices particularly the dealers only bought sparingly, and a considerable drop in value immediately occurred. Since all the Teas have been seen a slightly more steady market has been apparent (with a good deal of irregularity in value), considering the quantity here and immediately to arrive. The trade throughout the country have not responded, or bought with anything like confidence. Importers have occasionally given some support by the refusal of offers, but small without reserve sales are held every day. The quality appears to be a good average one, and better than last year ; and prices, quality considered, are under last year, whilst cost price would seem to be considerably over. The quantity sold bears only a small proportion to the arrivals. Imports, deliveries, and stocks in London, from Jan. 1 to June 30 :—

Imports.		Deliveries.		Stocks.	
1873.	1874.	1873.	1874.	1873.	1874.
56,107,602	44,551,359	81,478,011	80,275,576	64,128,722	53,573,346

SILK.

The market continues very quiet ; manufacturers buy for the requirements of the moment, but beyond that there is little doing. Prices are a shade easier since the public sales last month. Deliveries are satisfactory. The figures of settlements and stocks advised from China are large, and tend to unsettle things here.

The deliveries of Silk, from 1st to 22nd inclusive, have been :—China, 2,453 bales ; Canton, 508 bales ; Japan, 602 bales. Total, 3,563 bales.

COFFEE.

The market has again fluctuated, and prices have been very irregular, but with a generally improved demand at the close the intermediate reduction in Plantation Ceylon has not only been fully recovered but an advance of 2s. per cwt. is established. All ordinary and foreign descriptions have, however, been slow of sale at a further reduction of 4s. for Native Ceylon and 2s. for foreign, but a recovery of 1s. per cwt. has take place at the close. Closing prices are : Plantation Ceylon, triage 93s. to 102s., small grey to coloury 107s. to 115s., low middling grey 113s. 6d. to 117s., middling coloury 117s. 6d. to 120s., good middling to good bold 120s. 6d. to 124s., pea-berry 128s. to 130s. 6d. ; 50 tons ships and marks declared have been sold for arrival at 117s. Native Ceylon closes as follows : Brown garblings 43s. 6d. to 47s., good ditto 52s. 6d. to 54s. 6d., small 83s. 6d., good ordinary to fine ordinary 90s. to 92s., fine bold 99s., pea-berry 102s. 6d. The only sale of other East India reported consists of 500 bags good ordinary Indian Manila at 92s. per cwt.

SUGAR.

The market has remained inactive, the demand from the trade being below the supply. Towards the close, however, an improved state of the market for unstoved manufactured has induced the trade to purchase more freely, which has given a steadier tone to the market, and led to the recovery of the slight decline which has occurred during the past fortnight. For *Penang* there has been only a limited demand, and sales have been small, prices being steady. Manila has attracted little attention, and only a small business has been done at previous rates. Fine Java has been sold at a slight improvement. The sales have been as follows :—2,100 bags middling to good brown Penang at 17s. 6d. to 18s. 6d., 5,000 bags good clayed Manila at 18s. 6d., 3,500 bags low ditto at 17s., and 850 baskets fine white grainy Java at 27s. An offer of 510 bags date China was bought in at 16s. per cwt.

COIR GOODS.—The public sales on the 17th, although less extensive than the previous auctions, offered a good supply, viz., 2,229 bales 54 tons Yarn, 186 bales 2 tons Fibre, and 50 tons Rope. The bulk of the supply of Yarn consisted of good and well made qualities, which sold at full rates ; common and coarse met only a moderate demand, but former rates were realised. Good Fibre sold at firm rates. Rope was only partially disposed of. 34 tons Ceylon Yarn chiefly sold, low and ordinary at £23 5s. to £27, low medium £27 15s. to £28 5s., good to

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fine at £33 to £36 10s. Of 128 bundles Ceylon brush Fibre only a few sold at £23 10s.

COCOANUT OIL.—The demand has been limited, except for really fine Cochin, for which, being scarce, £41 has been paid; 40 tons good sold at £39 10s. Of Ceylon there have been sellers at £34 15s. to £35; at the latter price 30 tons have been sold. None has been offered by public sale.

CUTCH.—Prices are nominally steady, but there are no transactions to report.

CAMPHOR.—The demand is inactive, but stocks are very firmly held; small sales of China effected at 72s. 6d. per cwt.

COPRA.—Penang continues in short supply and in good request at £18 to £19 per ton.

COLOMBO ROOT.—Fine quality scarce and in demand.

CUBEBS AND DRAGON'S-BLOOD.—Market quiet but steady.

EBONY.—Market quiet; of 70 tons Ceylon at auction a small part only was sold at £12 15s. per ton.

ESSENTIAL OILS.—*Anniseed* has been firmer and higher, and there have been disposed of 100 cases afloat at up to 8s. 4½d., and about 40 cases on the spot at 8s. 3d. to 8s. 6d., closing at 8s. 6d. *Cassia* quiet, but firmly held. *Nutmeg* quiet; of 4 cases offered, 2 sold at 8d. *Cinnamon* scarce; 15 cases leaf offered and retired. *Citronelle* firmer; of 36 cases offered two-thirds sold at 1¾d., and private sales at same figure. *Lemon Grass:* Very dull; nothing of consequence done.

GUMS.—*Benjamin:* Siam steady. Sumatra steady; of 173 cases offered, about two-thirds sold at £7 to £7 10s. for fair seconds, and 60s. to 62s. for good Palembang thirds. *Copal* quiet; small sales at previous value, 25 cases at auction retired. *Damar* very dull, but fairly held, rather large stocks. *Gamboge* quiet; 13 cases offered and retired.

GAMBIER, although quiet, has been steady, and business has been effected in block at 25s. to 25s. 6d. on the spot, the latter for whole bales. For arrival 400 tons have been sold, viz., 100 tons April sailing at 24s. 9d., and 300 tons June shipment at 24s. 3d. to 24s. 6d. all ex ship. In auction 275 mats fine pale free cubes have been sold at 40s. per cwt.

GALLS show a further slight improvement in price, 250 cases China having been sold at auction at 51s. 6d. to 52s. 6d. for good quality.

GALANGAL ROOT has been firm at the previous value, 20 bales having been sold at 24s. 6d. per cwt.

GUTTA-PERCHA continues dull; no business done.

HEMP.—The market for Manila has been steady, good qualities selling freely, but commoner kinds are rather slow of sale; the private sales are about 3,500 bales, including mixed quality below fair at £33 5s., fair at £34, fine Zebu at £39. At the auctions good qualities of Manila have again sold at full rates, but fair and lower kinds were dull of sale. Of 1,900 bales offered about 700 bales sold, rather mixed below fair at £33 5s., good fair at £35 15s., good at £37, fine Zebu at £39 per ton.

JAPAN WAX is in large stock, but holders are not pressing sales, and the few transactions offected have been at the previous value. Supplies in the public sales have been for the most part retired.

PEPPER.—*Black* has been firm and advancing, and about 5,000 bags have changed hands on the spot up to 7⅛d. for Singapore, and 6¾d. Penang. Afloat, holders are very firm, and about 300 tons have been sold, Singapore at 6 15-16d. to 7d.; more recently 6⅞d.; Penang at 6½d. At auction, of 1,713 bags one-third sold. *White* has also been firm and active; of 1,483 bags at auction, barely one-third sold last week at 8½d. to 8¾d. for fair to fine bright Singapore, and yesterday, at 9½d. to 9¾d., making a total advance of nearly 1d. per lb. in the week, between which prices about 1,000 bags changed hands; and 100 tons to arrive at 8¾d. up to 9¾d.; both closing dull.

PRESERVES.—In auction 34 casks China were bought in, Ginger at 6d. to 8d., Cumquats at 5d. per lb.

PLUMBAGO.—The market is still overstocked with Ceylon, but a much better demand prevails; of 1,056 barrels at public sale half sold, lump at 12s. to 18s. for middling to very good, fine bold at 21s. privately. Chips at 8s. to 11s. for middling to very good, and Dust at 7s. 6d. to 8s. 6d. good to fine.

RHUBARB.—China is firmly held at high prices. Of 119 cases offered, only a very few sold, fine at 4s., good 2s. 9d., common 6d. to 9d. per lb.

RATTANS continue very dull.

RICE.—The market has remained in a weak state, owing to the great abundance, and prices have further given way, floating cargoes being 6d. lower. On the spot old soft grain is unaltered, but new is lower. In auction 689 bags new Rangoon sold at 8s. 9d. Privately white Bengal has been sold at 9s. 9d. to 10s. 3d., Ballam at 9s. 6d. to 10s., Askoolie at 9s. 3d. to 9s. 7½d., Rangoon at 8s. 3d. to 8s. 6d., ordinary new ditto at 8s. 9d., 13,000 bags new ditto, per Irawaddy, at 8s. 10½d., Bassein at 8s. 3d. For arrival twelve floating cargoes as follows:—The Thorwaldsen, 950 tons Rangoon, March sailing, at 9s. 4½d., for Holland; the Uranos, 1,270 tons Rangoon, late March sailing, at 9s. 4½d., for the Continent; the G. B. Repetto, 750 tons Rangoon, March sailing, at 9s. 4½d., Continental terms; the Java, 1,300 tons Rangoon, late April sailing, at 9s. 9d., for London; the St. Elena, 860 tons Rangoon, due, at 9s., for the Continent; the Nanny, 600 tons Necransie, due, at 9s. 3d., for Bremen; the Axel, 525 tons Necransie, off coast, at 9s. 3d., Continental terms; the Phineas Pendleton, 1,840 tons Necransie, off coast, at 8 s. 9d., for Antwerp; the Carlisle, 1,540 tons Moulmein, off coast, at 9s. 3d.; the Hartfell, 1,740 tons Moulmein, April sailing, at 9s. 1½d., for the Continent; the Anne Bragington, 680 tons Saigon, now due, at 8s. 9d.; and the Kelso, 900 tons Saigon, off coast, at 8s. 9d., for the Continent.

SHELLS.—The monthly sales were held on the 17th inst. *Mother-o'-Pearl:* The sales embraced 22 cases Macassar retired, and 50 cases Manila, of which a small proportion sold at £10 5s. to £10 7s. 6d. for chicken and small thin but large beards; £6 2s. 6d. to £6 7s. 6d. pickings, and £4 7s. 6d. dead. *Tortoise:* Of 10 cases offered 2 only sold; fine middling and bold bright mottle sorts on the string at 24s. 6d., mixed with rather dull small 18s., being cheaper. *Ear Shells:* 205 cases, 28 bags, 13 tons loose Japan silver were all bought in, chiefly at £30 to £60 per ton. *Green Snail Shells* were dull of sale, and of 660 baskets, &c., and 11,000 loose (together 82,850 shells) about 150 baskets and 3,000 loose sold at rather low prices, good bold at 8½d. to 9d., medium 6¼d. to 7¼d., small 4¾d. to 5d., the remainder bought in, bold at 10d. to 10½d., small to medium at 6d. to 8d. each.

SPICES.—*Cinnamon* has continued quiet. *Cassia Lignea* dull and further decl'ned; of 450 cases at auction over half sold at 57s. to 58s. last week, and 55s. this week for good unworked. *Buds* steady. *Cloves:* Penang are scarce and firmly held; 8 cases retired. *Amboyna* firm and scarce; of 20 packages offered a few sold at 1s. 4⅝d. for fine. *Nutmegs:* Of 42 cases Penang offered 6 cases fresh sold at steady rates, 78 and 79 nuts to the lb. at 3s. 6d., 82's at 3s. 4d., the remainder 79's, import 1867, bought in above the value at 3s. 8d. Of 45 cases 4 boxes 5 casks Java 6 cases 4 boxes sold, 88's at 3s. 1d. to 3s. 2d., 130's at 3s., the remainder bought in. *Mace:* Of 25 cases Penang 17 cases sold at firmer rates, fair bold red at 3s. 3d. to 3s. 4d., ordinary at 2s. 11d., low dark and broken at 1s. 10d., the remainder good bought in at 3s. 8d., 20 boxes ordinary Java bought in at 2s. 2d.

STICKLAC.—An active demand has prevailed for Siam, and large sales have been effected, closing at an advance of 7s. 6d. per cwt., commencing at £5 5s. for fair, and rising to £5 15s. for good, the total sales reaching about 1,000 boxes, and in auction 200 boxes good free at £5 5s., block £4 12s. 6d. to £4 15s. per cwt.

SAPANWOOD.—Continues scarce and in request; of 14 tons Batavian offered 6 tons sold at £10 10s.

STAR ANNISEEDS.—There have been large arrivals, but no business is reported.

SOY.—No transactions.

SAGO.—Small is firm and saleable at 16s. to 17s. per cwt.; large steady but quiet; of 3,198 bags at public sale, 500 sold at 17s. for fine small, and 18s. for medium. *Flour* is firmly held; there are buyers of Singapore at 15s.; 446 bags Borneo retired; 25 bags Singapore, common, sold at 14s. 6d. per cwt.

STRAW BRAID.—At auction of 325 bales China offered 60 bales sold, No. 3 quality (mottle) at £6 10s.

TOBACCO.—1,008 bales Japan Leaf chiefly sold at 5d. to 8d., 525 bales Japan damaged at 3d. to 7½d., 224 bales China 3¾d. to 7¼d., 24 bales China damaged 6¼d. to 6¾d.

TAPIOCA has been quiet, and is slightly easier; 1,045 bags flake sold at 1¾d. to 1⅞d. per lb. for middling Penang, and 2¼d. to 2⅜d. good bright Singapore; also 707 bags Pearl mostly sold, Bullets at 21s., being 1s. cheaper; large medium 22s. 6d.; small medium 21s. 6d., being steady. *Flour* steady: 200 bags retired.

TIN.—Business continues very dull, and prices show a further decline. Quotations are, Straits on the spot and afloat £95, Banca £100, Billiton £96 per ton.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

Business in this market since the 17th inst. has again been of almost a retail character, but there has been little variation in prices, producers in most cases having steadily maintained their quotations. At the close quietness is still the prevailing feature in the market, buyers offering very sparingly. For the better descriptions of Goods and Yarns sellers maintain their full demands, but in the lower qualities a pressure to sell is apparent, and in these quotations may be considered almost nominal.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality...	No. 4.	6	9	12	14	16	17	19
Weight...	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×12½	16×16	16×15
Price.....	5s. 7½d. 5s. 9d.	6s. 0d. 6s. 4½d.	6s. 7½d. 6s. 9d.	6s. 10½d. 7s. 0d.	7s. 9d. --	8s. 1½d. —	8s. 3d. 8s. 7½d.	8s. 1½d. —

Width ...	39 in.	..	...	...	...	...	44/45 in.	...
Quality...	No. 21	22	24	26	25	28	31	34
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	12×12
Price.....	9s. 4½d. 9s. 6d.	9s. 7½d. —	11s. 3d. —	11s. 4½d. —	10s. 1½d. —	11s. 7½d. —	6s. 4½d. 6s. 6d.	7s. 4½d. 7s. 6d.

Width ...	...	...	...	...	49/50 in.	...	54 in.	60 in.
Quality...	35	36	40	45	46	49	56	59
Weight...	7 0	8 0	9 0	10 0	9 0	10 0	11 0	12 0
Count ...	14×10	14×12½	16×15	16×18	14×13	16×15	16×15	16×15
Price.....	7s. 4½d. 7s. 6d.	8s. 4½d. 8s. 10½d.	9s. 9d. 11s. 0d.	12s. 3d. 12s. 6d.	10s. 0d. 10s. 3d.	11s. 3d. 12s. 3d.	12s. 7½d. 13s. 6d.	14s. 0d. 14s. 6d.

T-CLOTHS.

Width	32 in.	...	...	...	...	...	36 in	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18
Price	5s. 3d. 5s. 6d.	5s. 4½d. 5s. 7½d.	6s. 1½d. 6s. 4½d.	6s. 3d. 6s. 10½d.	6s. 9d. 7s. 7½d.	7s. 9d. 8s. 7½d.	8s. 0d. 8s. 10½d

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	s. d.	s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop) ...	9 4½	—
Maddapollams	3 3	—
Long Cloths	9 1½	—
White Spot Shirtings (nominal)	10 6	—
„ Brocade do.	10 7½	—
„ Damasks do.	18 9	—
Cotton Yarn (Water Twist), Nos. 16-24 China ...	0 11⅝ to	1 1
„ do. Nos. 28-32	1 0⅝ to	1 2
„ do. No. 40 (mock)... ...	1 0¾ to	1 2½
„ (Mule Twist), No. 40	1 0¾ to	1 2½
„ do. No. 30	0 11 to	1 0⅝

METALS.

IRON.—Welsh: Rails, £7 10s. to £8. Bars, £9 to £10. Staffordshire Best: Bars, £9 15s. to £10 5s.; Nail Rods, £10 15s. to £11 10s.; Hoop, £12 to £13; Sheets, £14 to £16; Scotch Pig, No. 1, £4 5s. to £5 10s.; wedes, Bars, Hammered, £17 10s. to £18; Swedes, Steel in kegs, ½ and ⅝in., £20.

YELLOW METAL.—Sheets, 4 by 4 ft., 8d. to 8¼d.; Sheathing and Rods, 8d. to 8¼. per lb.

TIN.—English Refined, £100. Tin Plates: Charcoal I C, per box, 36s. to 41s.; Coke, 28s. 6d. to 37s.

LEAD.—WB, £22 10s.; do., other brands, £21 5s. to £21 7s. 6d. Spanish soft, ex ship, £20 5s. to £21; Sheet, £22 10s.; Shot (kegs extra), £26; White do., £28 10s. to £29; Red do., £23 15s.

SPELTER.—Silesian, £21 10s. to £22.

QUICKSILVER.—In bottles of 75 lbs. each, £19 15s. to £20.

Messrs. French and Smith report:—Business continues inactive; Iron unchanged, Copper firmer, Lead steady, Quicksilver, higher prices are asked.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
July 13	Carlisle	—	Rangoon, for Bremen.	Off Hastings
19	Furness Abbey	Hall	Akyab	Liverpool
15	Ystavat	Blom	Do.	Antwerp
	Anna Dorothea	Schutt	Hong Kong	New York
21	Bedfordshire	Williams	Rangoon	Liverpool
	Memnon	Baker	Zebu	San Francisco
17	Phineas Pendleton	Nicol	Akyab	Falmouth
17	Axel	Bergshom	Do.	Do.
23	Northumbria	Elliott	Rangoon	London
14	Gesina	Mulder	Pasaroeang	Texel
15	Gilsland	Read	Rangoon	Helvoet
23	City of Foochow	Tai	Java	Clyde
	August	Rus	Hong Kong	New York
18	Glenfalloch (s.)	McBain	Nagasaki & Hankow	London
18	Francisco Calderon(s.)	Burch	Hong Kong	Do.
	G. R. Repetto	Carbone	Rangoon	Queenstown
16	Carl Ritter	Larsen	Do.	Bremerhaven
16	Kale	Geerken	Do.	Do.
20	Felixtowe	Black	Saigon	Falmouth
20	Lightning	Cameron	Rangoon	Do.
20	Libertas	Lucovich	Do.	Do.
19	Kilsyth	Watson	Java	Liverpool
18	Palamos	Card	Rangoon	Brouwershaven
Jun. 28	Malay	Cleugh	Hong Kong	San Francisco
July 2	Harwich	Dickson	Singapore	Boston
	Miako	Anderson	Manila	New York
21	Stavanger	Touning	Akyab	London
21	Shand	Sangster	Rangoon	Do.
22	Titan	Berry	Akyab	Do.
22	Glenaros	Matthews	Philippines	Do.
21	Oceano	Miller	Akyab	Falmouth
16	Anna	Eisenmenger	Singapore	Hamburg
18	Amaranth	—	Rangoon	Cuxhaven
	Jonge Cornelis	von Lindern	Padang	New York
22	Adelina	Mazzarino	Samarang	London
22	Shakespeare	Jorgensen	Rangoon, for Hamburg	Off Deal
23	Hong Kong (s.)	Symington	Hong Kong	London
20	Cnty. of Sutherland(s.)	—	Batavia	Brouwershaven
23	Langstone	Mitchelle	Ceylon	London

DEPARTURES.

Date.	Ship.	Captain.	For	From
July 17	Eme	Sproule	Batavia and Sourabaya	London
16	Bombay	Work	Singapore	Cardiff
17	Cutwater	—	Do.	Liverpool
18	Paris (s.)	Barclay	Singapore, China, &c.	London
16	Gold Hunter	—	Singapore	Penarth
17	Excel	Thomas	Galle	Swansea
15	Uli	de Goitia	Manila	Cuxhaven
	Bali	—	Sourabaya	Shields
	Palembang (s.)	—	Batavia	Rotterdam
18	Lochleven Castle	Barlow	Singapore	Cardiff
18	Stanley	Littlehailes	Do.	Sunderland
20	India	—	Batavia	Shields
19	Johan Smidt	Rokah	Singapore	Sunderland
17	Henriette Behn	Wupper	Hong Kong	Hamburg
17	Somerset (s.)	Morris	Singapore	Glasgow
18	Hope	Cromar	Do.	Greenock
21	Gerard Pieter Servatius	—	Sourabaya	Newcastle

See Shipping Postscript and Correspondents' Letters.

VESSELS PASSED SUEZ CANAL.

Date	Steamer.	From	For
July 17 ...	Braemar Castle ...	China & Singapore.	London
6 ...	Sumatra ...	Java ...	Liverpool
9 ...	Aurora ...	Philippines ...	—
17 ...	Glenfinlas ...	Glasgow ...	Singp., China, &c.
17 ...	Charles Albert ...	London ...	Singapore & Japan
17 ...	Gordon Castle ...	Hankow ...	London
21 ...	Mazeppa ...	Galle, &c. ...	Do.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, and Shanghai: Glenartney. For Penang, Singapore, Hong Kong, and Shanghai: Hankow, Hong Kong. For Colombo, &c.: Viceroy, Colombo, Navarino.

SAILING VESSELS.—For Yokohama and Hiogo: Penrith, Black Prince, Evelyn. For Shanghai: Velocity, Omba, Agnes Muir. For Hong Kong: Windhover, Invincible, Tamesa. For Penang: Glenisla, Ben Nevis. For Singapore: Celaena. For Colombo: Letty Gales, Scawfell, Lisle.

At LIVERPOOL.—For Yokohama and Hiogo: Montego. For Penang, Singapore, Hong Kong, and Shanghai: Antenor (str.), Ulysses (str.). For Singapore and Manila: Emiliano (str.). For Colombo, &c.: Burmese (str.). For Ceylon, &c.: Alexandra. For Galle: Ragnar.

At GLASGOW.—For Singapore: Brisbane (str.). For Manila and Ilo Ilo: Saleta.

SPOKEN.

P. N. G. H. (Dutch), Flushing to Batavia, June 9, 2 N., 29 W.
SUSAN A. BLAISDELL (barq.), New York to Java, June 2, 3 S., 26 W.
W. V. J. N. (barq.), Greenock to Singapore, July 12, 55 N., 11 W.
SALATIGA, Cardiff to Singapore, June 8, 8 N., 26 W.
EVERHARD, Newcastle to Hong Kong, in the China seas.
P. M. N. Q. (Dutch ship), Bali Straits to Amsterdam, June 13, 23 W.
JAVA PACKET, Amsterdam to Batavia, July 20, 48 N., 7 W.

FREIGHTS AND CHARTERS.

Berth rates of freight to the Eastern ports are without material alteration since our last report, and rates rule as quoted below. There are orders in the markets for homeward charters from Manila and the rice ports.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. weight, 60s meast. To Hiogo: 75s. weight, 70s. meast. To Nagasaki: 70s. weight or meast. To Shanghai: 50s. weight, 40s. meast. To Hong Kong: 50s. weight, 40s. meast. To Singapore and Penang: 50s. weight, 45s. meast. To Colombo: 45s. weight or meast. To Foochow: 85s. meast. To Chefoo: 90s. meast. To Manila: 85s. weight or meast. To Java Ports: 85s. weight, 80s. meast. No direct steamer on the berth.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 35s. meast. To Hiogo: 40s. weight or meast. To Hong Kong: 35s. weight, 22s. 6d. meast. To Singapore: 25s. weight or meast. To Penang: 30s. weight or meast. To Colombo: 25s. weight or meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Singapore: £32, f.c. To Penang: £31, f.c. To Batavia, per ton: 27s. 6d.

From Newport, Cardiff, or Swansea, per ton.—To Hong Kong: (small) 32s. To Singapore: 26s. To Galle: 23s. To Manila: 26s. To Batavia: 27s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Galle: 18s.

CASUALTIES.

ADEN, JULY 18, 5.25 P.M.—The Glenearn (str.), from China to London, with tea, put in here, to-day, in tow of Mongue (?) (British trading steamer), having lost four blades of her propeller; damage can be repaired here.

[ANOTHER TELEGRAM].—The Glenearn (str.), has arrived with propeller blades broken; probable detention four days.

FOOCHOW-FOO, JULY — [Hong Kong, July 18, 4.30 P.M.].—Very little cargo has been saved ex Canton (str.), from this port to London, which was lost, July 7, on Min reef. The vessel has been sold as she lies, with her cargo in her, for $1,950.

NAGASAKI, JULY 18, 3.20 P.M.—The Estepona (str.), of London, from Hiogo to this port, struck at Yokohama; cargo not damaged. The vessel must dock for repairs, but they cannot be effected here. She has been surveyed, and it was recommended that she should proceed to Shanghai.

SHIELDS, JULY 20.—The Stanley (barque), Littlehailes, of and from Sunderland, for Penang, with coal, got aground on Filey Brigg, yesterday, but soon got off; the vessel, which was found to be making about twelve inches of water per hour, the water gaining on the pumps, was taken in tow by the Jubilee (str.), of London, which assisted her in here.

MISCELLANEOUS.

At TABLE BAY.—June 19, Trident, Henricks, and sailed for Batavia.

SHIPPING POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—July 23, at London, from Colombo, Lile; 22, at Falmouth from Rangoon, Estrella; 23, from Akyab, Castlemaine; off Falmouth, from Saigon, for Schiedam, August Frederik;—at Queenstown, from Akyab, Marianna Carlotta; 21, at Texel, from Rangoon, Thorwaldsen; 24, off the Wight, from China, Cawdor Castle (str.); at London, from Colombo, &c., Othello (str.); 21, at Texel, from Saigon, Kelso; at San Francisco, from Hong Kong, Oracle.

DEPARTURES.—July 22, from Sunderland, for Singapore, Campsie Glen.

SPOKEN.—John Milton, London to Japan, June 6, 7 N., 24 W., 24 days out; Californie (Dutch barq.), Amsterdam to Sourabaya, June 7, 7 N., 24 W.; Lady Louisa (barque), Cardiff to Shanghai, May 27, 14 S.; 31 W.; Telenak (ship of Amsterdam), for Batavia, July 18, 49 N., 8 W.; Oceaan, Amsterdam to Batavia, June 9, 2 N., 29 W.

MISCELLANEOUS.—At Mauritius, May 30, Ferdinand and Louis, Otto; from Batavia, Utrecht, Moller; from Batavia, June 8, Diane, Mahe; from Singapore, 11, Hope, Robson; from Colombo, 15, Fenelon (str.), Le Boucher; from Singapore, May 30, Scotia, Steer, and sailed same day for Galle; St. Luce, Odin, and sailed for Anjer June 20; Fleetwood, Bogle, and sailed for Batavia. At Aden, John Bramhall (str.), from Java, and sailed July 18, for Rotterdam. At Port Said, July 23, John Tennant (str.), from London, for Colombo.

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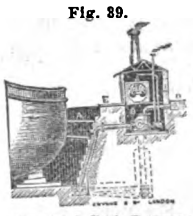
GWYNNE and Co., Hydraulic and Mechanical Engineers,

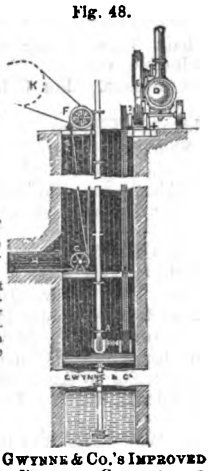
ESSEX STREET WORKS, STRAND, LONDON, W.C.

Fig. 39.



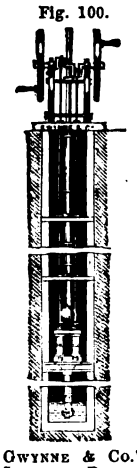
WYNNE & CO.'S PATENT PUMPING MACHINERY, S APPLIED TO EMPTYING DOCKS.
he whole arrangement very compact and self-contained. References to many applications combining unparalleled efficiency with moderate first cost will be given.

Fig. 48.



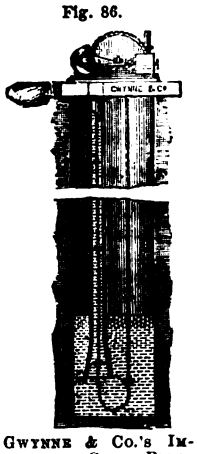
GWYNNE & CO.'S IMPROVED PATENT CENTRIFUGAL PUMP.
Fixed in a deep well, mine, or coal-pit, and driven by a portable or fixed engine fixed on the surface of the ground. Can be had of all sizes, and capable of raising any quantity of Water.

Fig. 100.



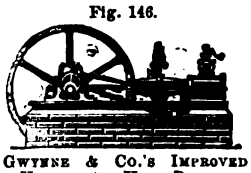
GWYNNE & CO.'S IMPROVED DOUBLE BARREL DEEP-WELL PUMP,
For Hand-power, adapted for ordinary wells of any depth, of most careful construction, and on the most approved system.

Fig. 86.



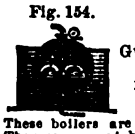
GWYNNE & CO.'S IMPROVED CHAIN PUMP, WORKED DIRECT BY STEAM ENGINE.
These Pumps work without valves or packing, and raise a considerable quantity of water. They will lift sand, mud, or grit without choking, and require only very inexpensive repairs.

Fig. 146.



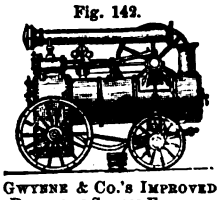
GWYNNE & CO.'S IMPROVED HORIZONTAL HIGH-PRESSURE STEAM ENGINE.
With or without Expansion Gear, for economical working.
From 4 to 100-horse power.

Fig. 154.



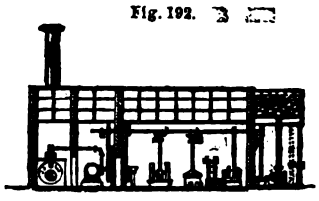
GWYNNE & CO.' IMPROVED CORNISH BOILERS WITH DOUBLE FLUES.
These boilers are simple and compac They are proved by hydraulic power to double the working pressure, are got up with the greatest care, and none but first-class materials are used in their construction. Estimates given for any size or shape of boiler.

Fig. 142.



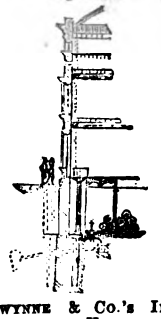
GWYNNE & CO.'S IMPROVED PORTABLE STEAM ENGINE.
Light, simple in construction, durable, and economical, and very superior to "Agricultural" Engines.
From 2½ to 30-horse power.

Fig. 192.



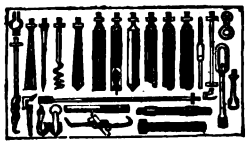
GWYNNE & CO.'S IMPROVED MACHINERY FOR PRESSING OIL FROM SEED, OLIVES, FAT, &C., &C.
The above shows an arrangement for a seed oil mill, and comprises, besides the requisite motive power, a crushing mill, pair of runners, heating apparatus, hydraulic press, and pumps. A Centrifugal Pump is added to lift water or any purpose required.

Fig. 193.



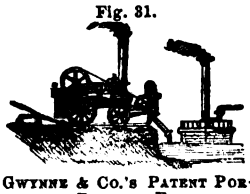
GWYNNE & CO.'S IMPROVED HYDRAULIC LIFTS.
Worked by the supply from a tank at the top of the building, or from main pipe of any water company's supply. Well adapted for lowering wine, or other produce, into or up from cellars, or bankers' and jewellers' safes into the strong rooms. The waste water runs into the sewer.
Prices on application.

Fig. 121.



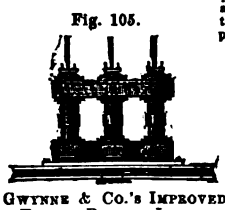
GWYNNE & CO.'S BORING TOOLS.
Of greatly improved construction. The figure represents those most frequently used, but the form and number vary much with the nature of the soil, and size of the bore hole.
G. & Co. can confidently recommend these as the best in the market.

Fig. 31.



GWYNNE & CO.'S PATENT PORTABLE PUMPING ENGINE AND FLOATING IRRIGATOR.
In which the Pumps are furnished with hose for distributing the water over the adjoining plantations. Made in all sizes.

Fig. 105.



GWYNNE & CO.'S IMPROVED TREBLE BARREL LIFT AND FORCE PUMP.
These are made with gun metal barrels, copper piston rods, and brass valves. The workmanship and materials throughout are of the very best class, and comparison with those of other makers is challenged. Gwynne & Co. make single and double-barrelled pumps upon the same principles.

Fig. 207.

GWYNNE & CO.'S IMPROVED DREDGING MACHINERY.
The boat can be constructed so as to draw only 18 inches of water, if required. The machinery is extremely simple, yet thoroughly effective, the workmanship and materials are of the first class, and the amount of work it will do, compared with the cost, most favourable.

TWENTY PRIZE MEDALS AWARDED TO THIS MACHINERY IN ALL THE CHIEF CITIES OF THE WORLD.

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RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

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Threadneedle-street, London, 1874.

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Reserved Fund ... ... f.20,000,000 ... £800,000.

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Reserve Fund, $1,000,000.

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Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

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LIEBIG COMPANY'S EXTRACT OF MEAT

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12, RUE CASTIGLIONE, 12.

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ALEXANDRIA... ADEN ... BOMBAY ...	„ „	Every Friday morning.	Every Monday, at 5 A.M.
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AUSTRALIA ... NEW ZEALAND	Thursday, July 2 & 30, at 2 P.M., and every fourth Thursday.	Friday morning, July 10 & Aug. 7, and every fourth Friday.	Monday, July 13 & Aug. 10, at 5 A.M., and every fourth Monday.

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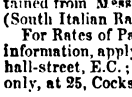

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Amazone ...	August 2	For	Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Ava ...	August 16		
Iraouaddy ...	August 30		
Hoogly ...	Sept. 13		
Peiho ...	Sept. 27		

The Steamers of the 2nd and 30th August and 27th Sept. connect at Aden with the Steamers for Reunion and Mauritius.

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For Alexandria and Naples ... Every Thursday (noon).
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

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THROUGH FARES FROM ENGLAND, via New York and Panama, to Yokohama, £60; beyond Yokohama, £70. Via Union Pacific Railway, to Yokohama, £73; beyond Yokohama, £83. Best berths in steamers.

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Japan... ... in 38 „ „
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Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenartney	100 A1	2,106	330	July 29
Glenfalloch	100 A1	2,126	275	Aug. 25
Glenearn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Glengyle	100 A1	1,676	200	To follow
Glencagles	100 A1	2,120	330	New boat
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Hong Kong..	Windhover...	A1 16 yr.	S.W.I.D.	With des.
Yokohama & Hiogo	Evelyn	A1 13 yr	S.W.I.D.	With des.

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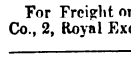

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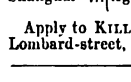

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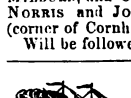

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THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, July 27, 1874.

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VIA BRINDISI.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 570.] LONDON, TUESDAY, AUGUST 4, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Aug. 3.
JAPAN—Yokohama	May 1	June 13	June 19*
Yedo			
Osaka and Hiogo	April 24	„ 12	„ 16*
Hakodadi			
Nagasaki	„ 17	„ 4	„ 12*
CHINA—Peking	—	—	„ 3
Tien-tsin	—	—	„ 5
Chefoo	—	—	„ 7
New-chwang			
Hankow	„ 17	„ 3	„ 10
Kiu-kiang	—	—	„ 10
Chin-kiang			
Shanghai	May 1	„ 10	„ 14
Ningpo	—	—	„ 12
Foochow	„ 1	„ 9	„ 14
Formosa	—	—	„ 15
Amoy	—	—	„ 16
Swatow	—	—	„ 17
Hong Kong	„ 8	„ 14	„ 20
Canton	—	—	„ 18
Macao	—	—	„ 19
PHILIPPINES—			
Manila	April 24	May 30	„ 8
COCHIN-CHINA			
Saigon	May 8	June 10	„ 22
SIAM — Bangkok	„ 8	„ 18	„ 21
BORNEO —			
Labuan	—	—	„ 20
Sarawak	—	—	„ 23
JAVA — Batavia	„ 15	„ 17	„ 22
Samarang	—	—	„ 17
Sourabaya	—	—	„ 22
MALACCA STRAITS—			
Singapore	„ 29	„ 27	„ 28
Penang	„ 29	„ 25	„ 30
CEYLON—			
Galle	June 12	July 5	July 8
Colombo	—	—	„ 16

* By Pacific mail, *via* San Francisco.

THE MAILS, &c.,

The P. and O. and Pacific mails, with advices dated as above, were delivered, *via* Brindisi and San Francisco respectively, yesterday, their due date. The next inward (French) mail, with dates Yokohama, 17th; Shanghai, 21st; Hong Kong, 27th June; Singapore, 6th July, which is due, *via* Marseilles, on Monday next, the 10th inst., left Suez on the 30th ult., one day early.

List of Passengers.

PASSENGERS INWARD.

By this mail per P. and O. steamers *Simla*, to Brindisi and Venice, and *Zambesi*, to Southampton.—Lists not to hand.

PASSENGERS OUTWARD.

Per French steamer *Amazone*, Aug. 2 (booked from London).—To Yokohama: Mr. Raynoli, Mr. Bresciani, Mrs. Elena Perrey, Mr. Chener, Mr. Chibert. To Shanghai: Mr. and Mrs. Hall, Mr. McLeod. To Hong Kong: Mr. Ringer. To Galle: Mr. Herring, Mr. Forsyth, Mr. Delmege, Mr. Metcalfe, Mr. Y. Plorach. To Batavia: Mr. Derre.

Per French steamer *Ava*, Aug. 16 (booked from London).—To Singapore: Mr. and Mrs. Genu and child, Mr. Pedro Torra, Mr. Marsh.

Per French steamer *Iraouaddy*, Aug. 30 (booked from London).—To Yokohama: Mr. and Mrs. O. Voigh. To Galle: Mr. Ridley.

Per French steamer *Hooghly*, Sept. 13 (booked from London).—To Shanghai: Mr. and Mrs. Hall.

Per French steamer *Peiho*, Sept. 27 (booked from London).—To Hong Kong: Mrs. Deane, Miss Deane. To Batavia: Mr. Fraser, Mr. and Mrs. Oosteron and two children, Mr. and Mrs. van der Leuw.

Per P. and O. steamer *Geelong*, from Southampton, July 30.—To Hong Kong: Mr. J. Campbell, Mrs. Campbell. To Singapore: Mrs. M. C. Evans.

Per P. and O. steamer *Simla*, from Venice, Aug. 7.—To Shanghai: Mr. J. A. Spoor.

Per P. and O. steamer *Mongolia*, from Southampton, Aug. 13.—To Singapore: Mr. J. Y. Kenneday.

Per P. and O. steamer *Nizam*, from Southampton, Aug. 20.—To Shanghai: Six gentlemen.

Per P. and O. steamer *Khiva*, from Southampton, Aug. 27.—To Ceylon: Mr. C. J. D. A. Cole.

Per P. and O. steamer from Southampton, Sept. 10.—To Singapore: Mr. J. W. Withan. To Ceylon: Mr. R. W. D. Moir.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present P. and O. mail brings advices from this port to the 10th June; and by the Pacific mail we have nine days later news, viz., to the 19th June; the French mail from London April 24 arrived out on the 8th June, and the following P. and O. mail of May 1 was received on the 13th June. The *Japan Herald* supplies the following items of intelligence:—

News of the Formosan expedition reaches here in a fitful and fragmentary manner, and we have been disappointed by the non-receipt of reliable intelligence from our correspondent on the spot. One thing, however, is certain, that the Japanese Government have either been deceived itself, or else has wilfully deceived the public, when it asserted that the Chinese Government were favourable to the expedition, as it now appears that so far from such being the case that the Chinese have demanded the evacuation of the island by the Japanese, thus verifying our own predictions. The Chinese are said to have 11,000 troops in Formosa. The Japanese Government have brought a suit against the P.M.S.S. Company, claiming $10,250 damages, in consequence of the withdrawal of the *New York* from the Formosan expedition.

We regret to have to announce the deaths of Mrs. Pennock, wife of Admiral Pennock, U.S.N., and of Mr. Albert de Groote, the eldest son of the Belgian Minister to this country, who was killed by the accidental discharge of his pistol. It appears that the unfortunate young gentleman was in his bedroom going to change his attire, and for that purpose proceeded to open a drawer containing a loaded revolver. By some unlucky mischance, the act of opening the drawer caused the hammer of the revolver to discharge the weapon, the muzzle of which was pointed towards M. De Groote, who received the bullet in his heart. He appears to have fallen back, and expired instantly.

It is understood that negotiations have so far progressed favourably that the Japanese are about to permit of foreigners travelling in the interior under a system of passports and sureties.

The annual meeting of the Swiss Rifle Club has taken place with the usual *éclat*. Several cricket matches have also been held.

An inquiry into the late outrage at the British Legation has taken place, but no decision has as yet been arrived at.

In the rifle match betwixt Hong Kong, Yokohama, and Shanghai, the results were as follows:—Hong Kong, 996; Yokohama, 974; Shanghai, 894 points.

As a mark of the march of intellect in Japan, we note that a Japanese *Punch* has been started in Tokio.

The import markets continue in a perfectly stagnant state. In silk little is doing, but an unusually large business had been transacted in tea.

The following summary of news is from the *Japan Mail*:—

The Formosan Expedition is the great subject of discussion

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and speculation. What seems abundantly clear is that the Japanese have shown great spirit over their work, and have found the Chinese settlers and half-castes, and even many of the savage tribes in Formosa, entirely on their side and desirous that the Bootan tribe should be punished if not exterminated. All accounts unite to prove that these savages are brutal and ferocious in a high degree. It was they who have murdered English, American and Japanese shipwrecked crews whenever ill fortune has cast them on their shores; they are a terror to all the other tribes, and appear to be the common enemies of mankind. It is not easy to see why, if punishment is to be dealt out to them for an actual offence, it should not be of a nature to prevent any possible repetition of it. The right to life is forfeited when that life is employed on every possible occasion to deprive others of a like possession, and on these grounds no one can blame the Japanese, or wish the expedition otherwise than well. Nor can the position of the Chinese extort any sympathy. They have invariably replied to any remonstrances made by the European Powers on the occasion of these shipwrecks and subsequent outrages, that they could not control these savages, claiming that though in their dominions they were not subject to their jurisdiction. But surely some responsibility attaches to the Peking Cabinet in respect of the existence of such a tribe within its dominions and on its shores, of which this tribe is the terror. A supine government may feel itself infinitely annoyed by the existence of such a horde of wretches within its gates, and may claim that all its efforts to reduce or exterminate them have been in vain. But it may be replied that what the Japanese can do the Chinese can and ought themselves to do, and the failure on the one side to undertake the duty throws the obligation of doing it on to the other side. Life must be paid for with life, and if the rightful officer refuses to demand and extort it, society steps in, sweeps away excuses, and itself executes justice. But the Chinese at present refuse to see the matter in this light. They say that no reparation for past outrages was demanded at Peking, that no intimation of the intention of the Japanese Government was made to the Chinese Cabinet, that they claim every foot of ground in Formosa, and entirely dispute the right of the Japanese to chastise offenders within their dominions. They quote Vattel against the Japanese, and repudiate all knowledge of any negotiations at Peking which would justify the expedition, and thus the matter stands at this moment.

The Japanese, unfortunately, are so far weak in the legality of their acts that they did not frankly represent their views at Peking at the time of Soyejima's embassy. The question was indeed asked whether the Chinese claimed jurisdiction over the whole of Formosa, and whether they held themselves responsible for the acts of the aborigines, and this was answered in the negative—the latter part of the question at all events. The question and answer, however, did not pass between the Ministers on either side, but casually between the interpreter on the one side and the secretary on the other. No record was made of them, and the Chinese refuse altogether to acknowledge the validity of so informal a proceeding. Nor can it be doubted that the act of the Japanese is both a violation of international law—which it is somewhat amusing to find the Chinese and Japanese referring to—and of the treaty recently concluded between the two Empires. It may also be remarked that the moral grounds on which the act of the Japanese might be justified, were they well founded, disappear before the fact that but for the Saga insurrection we should have had no Formosa Expedition, and no pretensions on the part of the Japanese to act as the police of the world in this quarter. The Japanese must learn that international law has its basis in principle, and is not to be made the justification of acts of mere expediency; and it is expected that they will have to pay dearly for the lesson.

The Chinese have demanded the intervention of the American Consul in order to prevent any further assistance being given by Americans to the Japanese, and the Consul has ordered United States citizens to withdraw from the Expedition, though it may be greatly doubted whether this order will be obeyed, although forfeiture of the protection of the American Government is the penalty of disobedience.

The negotiations for the admission of foreigners into the interior have advanced considerably during the past month, and there is reason to hope that arrangements to this effect will shortly be arrived at with the representatives of the Treaty Powers upon a satisfactory basis.

An entertainment was given on the 3rd June by Hatakeyama, chief director of the Kai-sei-gakko, or Imperial College, to the foreigners connected with the educational department.

The quantity of tea shipped hitherto this season and now awaiting shipment, largely exceeds the production of any former season to the same date. The promise of the crop, both in regard to quantity and quality, is reported to be excellent.

A return cricket match between the "Services" and the "Civilians" was played on the 11th inst. The "Services" won in the first innings by four runs.

NAGASAKI.

Our advices extend to the 12th June. The P. and O. mail from London April 17 arrived out on the 4th June. The following summary of news is from the *Rising Sun*, under which title the *Nagasaki Express* will appear for the future:—

The expedition sent by the Japanese has commenced work in downright earnest. The troops have been landed, and some fighting has taken place. Captain Smith, who navigated the steamer *Meiku-maru* to Formosa, has returned, and he says that the natives commenced the fighting by shooting a Japanese soldier. From his account it appears that a number of the Japanese were strolling inland a short distance, when they observed three men whom they took to be Chinese. The men beckoned to them, so three left their comrades, and went for the purpose of ascertaining what the presumed Chinamen wanted. On arriving close the natives picked up some old matchlocks, and fired at them, shooting one man through the body, killing him on the spot. The ear of another was shot off by a square bullet or slug, so he had a very narrow escape of his life. The other made the best use of his legs and joined his countrymen, who were but a very short distance off. As soon as the Japanese soldier fell the Formosans rushed forward and severed his head from his body in an instant, and then retreated with it. The whole affair was executed so suddenly and took the Japanese so by surprise that the natives got away without the least difficulty. A day or so afterwards the Japanese attacked a village about two or three miles from the shore and killed all the male natives they came across, but spared the women and children, which is a piece of humanity that deserves to be recognised, for the horrors of war are enhanced a hundred fold by the slaughter of helpless women and children. The lamentations of the women for the loss of their husbands, fathers, and brothers are represented to have been pitiable in the extreme. Capt. Smith states that when he left there were two Japanese men-of-war in the bay and the British gun-vessel *Hornet*, and also a Chinese man-of-war. The Chinese Admiral has left word with the representatives of his country to assist the Japanese as much as possible; and the Japanese themselves are arming the Chinese with weapons taken from the natives, such as old matchlocks, bows and arrows, spears, long knives fixed on the end of long poles, &c.

The Formosans are described as being slim built men, resembling the Chinese in appearance, and their heads are adorned with long tails. They are reported to have very extensive cities in the interior, some walled in; and Captain Smith thinks that the Japanese will proceed inland and destroy all the towns and cities they come across. With regard to the Chinese he says they seem to be principally bent upon making dollars, as they charge most extortionate prices for the use of their boats—Chinamen all over.

The following letter has been sent to us by a correspondent:—

According to promise I send you a few lines relative to the state of affairs here. I left Nagasaki on the 17th of May in the s.s. *Takasago-maru* (late *Delta*), which vessel also conveyed General Saigo. On the morning of the 22nd the *Takasago-maru* arrived at Sailio, which is situated on the southern part of Formosa, after a pleasant and safe passage of four-and-a-half days. When we arrived at Sailio Bay we found there H.I.J.M.'s corvette *Nissin-kan*, steamers *Meiko-maru*, *Yuko-maru*, *Nikuni-maru*, and also an English gunboat. About 8 A.M. on the same day the Japanese gunboat *Mo-sun-kan* arrived from Amoy; and at ten o'clock a Chinese frigate and gunboat came in from Taiwan-fu, and half-an-hour afterwards the steamer *Sailo-maru* (late *Shaftesbury*) put in an appearance. The country appears to be fertile and of rather a sandy nature; very little is cultivated. The villages close to the shore consist of some 400 or 500 houses, and the natives do not appear to be so very savage and fierce; in fact, they are perfectly willing to work for us for payment. The day before we arrived, 21st, the wild tribes from the mountains, who are very fierce and savage, fired upon and killed one of our spies. This was the beginning of hostilities. On the 22nd our troops marched over the mountains a distance of about two Japanese miles, and attacked the savages, killing a large number and burning their houses, after which they retired, taking with them as trophies a quantity of fire-arms, bows and arrows, spears, &c. The killed and wounded on our side were seven.

The *Cadmus* has arrived here from Shanghai in a very leaky condition, one of the pumps having to be kept going continually. The reason of the leak was on account of the wood round the brine pipe being decayed. Upon her arrival salutes were exchanged with the Government Fort. She is bound for Yokohama, and will proceed home from that port. The Admiral, Sir F. A. Shadwell, will transfer himself and suite on board of the *Iron Duke*.

Sir F. A. Shadwell, the British Admiral, has paid the Seamen's Club a visit, and expressed his satisfaction of the arrangements. He remarked that such institutions should be supported, and as soon as he returned in the *Iron Duke* he would not only subscribe but would also get up a subscription list, which he was prevented from doing at once on account of his early departure. He made minute enquiries as to the state of the funds, and the principles upon which the Club is to be conducted. And while approving of the latter expressed a hope that the funds would soon be increased.

A steam tug has been launched from the yard of Messrs. J. F. Mitchell and Co., at Namenohira. She is called the *Border Chief*.

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CHINA.

—o—

SHANGHAI.

The present mail brings advices from this port to the 14th June; the P. and O. mail from London May 1 arrived out on the 10th June. The following summary of news is from the *North China Herald*:—

A special meeting of ratepayers has been held, to discuss certain proposals that could not be conveniently brought up at the annual meeting held last month. In the first place, the desirability of revising the Land Regulations was admitted; and Messrs. Iveson, Keswick, Little, Kingsmill, Paterson, Seligmann, Webb, Forbes, and Heyden were appointed by the Chairman a committee for the purpose. The two resolutions brought forward by Mr. Carter against proxy voting were carried, the first without division, the second by a majority of two to one. The two were indeed nearly alternative; the second completely meets the case, but the first was necessary in case the second had been rejected, though the acceptance of the second was a natural consequence of the first. As it is, the ratepayers have now expressed a clear opinion adverse to the admission at public meetings of proxies of ratepayers present in Shanghai, and have asked the insertion of a short phrase in the Land Regulations defining this principle. Most people hold that these already express the intention; but the confusion of arrangement and indistinctness of expression in the regulations caused doubt and led to a reference to the Treaty Consuls, who, in face of a doubt, preferred adhering to the rule in the Old Regulations which allowed proxies. We are glad to think that the vote will terminate the practice. The evil of proxy voting is, we think, generally admitted. Ratepayers absent from Shanghai, whether householders or property-owners, have a right to be represented. Men are often called away on business to England, to an outport, or to Hong Kong, while their interest in the place remains; but that meetings should be liable to be swayed by a few individuals holding a mass of proxies for ratepayers who are present in the Settlement but will not strain a point to attend is an undoubted evil. The new Regulation may be hard on a few who take an interest and really cannot attend; but their case is more than counterbalanced by that of the many who could attend but will not. However, the point has been too often argued in our columns to need repetition.

A vote in favour of the amalgamation of the Settlements was carried without discussion; it being felt that the matter was one which must be eventually decided by diplomacy, and that the function of the meeting was only to raise the question.—The proposed tax on ponies, carriages, and dogs was rejected—chiefly through the vote of one ratepayer holding sixty proxies. We regret that ponies and carriages should remain exempt for another term, as we think the tax on them is a most fair one; but the dog tax is better omitted; it would have involved a degree of annoyance and trouble incommensurate with the small financial results.—The last resolution brought forward required a long array of statistical information regarding the relative expenditure on various parts of the Settlement. The object is to show that the Chinese quarters have contributed a proportion of revenue fair in relation to the outlay upon them. We doubt whether the desired end will be very clearly attained, for figures can be made to prove nearly anything if cleverly manipulated. The statistics will however be interesting, and will probably furnish rich food for debate hereafter.

The report of the French Municipal Council for the year 1873-4 does not record much useful work. What could be expected, when we remember that there have been six changes of Council within that time? Despite, however, and in some degree owing to, these changes, the financial result of the year is most satisfactory. The changes of Government did not disturb the routine of administration; while they did prevent attention to public works, and thereby check expenditure. The revenue has yielded Tls. 84,383, besides Tls. 16,148 in hand at the beginning of the year. The expenditure has only amounted to Tls. 65,904, leaving in hand a surplus of Tls. 34,627.—The revenue for 1874-5 is estimated at Tls. 81,600, which will be further swollen by the above balance. A heavy outlay on public works will raise the expenditure to Tls. 113,205, which will still leave a surplus on the 31st March, 1875, of Tls 3,022.

A heavy storm swept over Shanghai on the 7th June. Beginning from the north it travelled round the compass, the greatest strength of the gale being from the south. The rain fell in a perfect deluge, with large hailstones, the whole driven with such force by the wind as to constitute a blinding sheet of spray, through which objects could not be seen at twenty yards distance. The squall was attended with fatal consequences on the river, where a yacht was upset and two men drowned. The streets were half-flooded; and in the country a good many young cotton plants were washed bodily out of the ground, and deposited in the furrows. Some trees were blown down, and leaves and sprigs were torn off and whirled frantically into space. In a couple of hours the air was clear again, and much cooler than before the outburst, but the weather did not at once become settled, as occasional peals of thunder, threats of further rain, and gusts of wind testified. About ten P.M. the thunder resumed, and very heavy rain again fell. The weather cleared next morning, but very heavy rain again fell in the evening. It has since been cooler.

We are informed that the subscription to the Chinese reading room project, from foreigners alone, has reached Tls. 950.

The A.D.C. have given their last performance for the season. The evening was fortunately cool for the time of the year, and there was a good house. The last piece, the burlesque of "Villikins and his Dinah," bristled with local hits, which kept the audience in a roar of laughter.

The *Leven* returned on the 8th June from the *Sedan* wreck, having failed in the salvage expedition she was sent on. We are told that she brings as the result of her trip only a sheet or two of iron, weighing altogether, perhaps, 100lbs. She sailed, as it will be remembered, on the 22nd April, arriving at Sand Island, in lat. 25.19 N. and long. 119.42 E., on the 5th. The diver, Mr. Roberts, took advantage of every opportunity to go below, but an almost unceasing heavy sea appears to have proved too great an impediment to the diving operations. The *Leven* accordingly left the island on the 3rd June for Pagoda Anchorage, and, after coaling, started for Shanghai, arriving at Woosung on the 7th. She reports having experienced a severe squall outside. The *Sedan* was found to be in from sixteen to twenty fathoms of water, and the want of success on this occasion will likely lead to the abandoning of the enterprise for the recovery of the treasure and opium she contains.

Some time since we noticed the loss of a barque near the Lamocks, off the Boat Rocks, which was supposed to be the *Scotland*, bound from Shanghai to Swatow. An attempt was made by the United States Consul at Swatow to ascertain beyond doubt the identity of the vessel, but the depth of the water in which she had sunk, and the prevalence of bad weather, rendered this extremely difficult, if not impossible. We understand, however, that while a junk was making a trip lately to the Lamocks Lighthouse with stores, the weather being fine, Mr. Hammond, the Commissioner of Customs at Swatow, directed that it should visit the wreck, and endeavour to get some information about it. It was found to be that of a large barque, sunk in twelve fathoms of water, about 1¾ miles to the S.W. of the Boat Rocks. The foretopsail was set, and sheeted home. The foretopmast was found to be new, the crosstrees painted white and the iron bands red. These particulars lead to the belief that the unfortunate vessel is certainly the *Scotland*, which had just been overhauled before she left Shanghai by Messrs. Farnham and Co. Chinese were commencing to wreck when the Customs boat left, the weather being favourable. The *Scotland* was an American barque of 441 tons, commanded by Capt. Glidden, and manned by a crew shipped at Puget Sound. As nothing has been heard of her officers or crew, it is only too probable that they went down with the ship.

Rear-Admiral Pennock, U.S. Navy, who has been transferred from the North Pacific to the Asiatic Station, arrived at Yokohama by last mail, to take up his command. Rear-Admiral John G. Almy has been ordered to the North Pacific.

We hear that Mr. Joseph Haas, of the Austrian Consulate, has received the decoration of the Imperial Gold Cross of Germany, in recognition of services rendered to the German Consulate at Shanghai last year, during the absence, through illness, of Mr. K. Himly.

The trial of the Chemeh rioters was brought to a conclusion at Chefoo on the 3rd June, when six of the rioters and the Tipaos of Kwo-poo and Hwa-yen were sentenced to various degrees of flogging; the latter also to be degraded from office. Those who had possession of Mr. Corbett's property to be imprisoned until the amount (Tls. 375) is made good, the Taoutai guaranteeing payment. All the accused are further to enter into a bond for Mr. Corbett's safety while he remains in Chemeh. The Taoutai delivered a sharp and good lecture to the accused in passing sentence, and has drawn up a proclamation on the whole question. The punishments were inflicted at noon on the 4th June. The whole affair is considered to have been satisfactorily adjusted.

We have received the first number of a publication just revived, and which we are glad to welcome. *The Chinese Recorder and Missionary Journal*, when published at Foochow, used to contain much interesting matter. It has been in abeyance for a long time, and is now revived and re-issued from the Mission Press, Shanghai, and we doubt not will sustain its old position.

The Taoutai paid a visit to the Japanese Consul on the 6th June, with the object of formally introducing the Mandarin who has gone to Foochow as Imperial Commissioner in connection with the Formosan difficulty.

The C.M.S.N. Company have just added the *Hochung* and *Aden* to their Yangtsze fleet, which includes, besides, the *Yung-ning*, *Tungting*, and *Hanyang*. The company are said to have made a very favourable contract with Shensi tea-merchants for the conveyance of their purchases to the north.

The American schooner *Almatia*, which has recently changed owners, at the price of $12,000, has sailed for Newchwang, under command of Captain Lowell, late of the steamer *Manchu*.

A Newchwang correspondent writes on the 6th June:—

A Southern piratical junk, mounting two brass guns, has been captured in the Gulf and brought in here by the steam gunboat *Mei-yuen*, one of the Foochow vessels. She has been taking the treasure and

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valuables out of a large number of native craft, and her being caught is a matter of great congratulation here. Eleven of the crew were executed on the river side three days ago. The troops have had a successful action with a large band of banditti not more than thirty miles from the port. It was a surprise, brought about by the free use of money on the part of the authorities. Some twenty or more prisoners were taken, and have been beheaded at various towns around. Seven heads now decorate our east gate, one being that of the son of a leader amongst the Mahomedans.

The weather is dreadful, very heavy storms of rain and wind daily. The new buildings going up for several of our residents will, I fear, suffer severely.

We take the following from the *Shanghai Courier*:—

Inspector Grimes, of the Hong Kong police force, arrived on the 6th June, to demand the rendition of Walter Jackson, the man recently taken out of the steamship *Nanking*, on the charge of piracy. At the time the inspector left Hong Kong it was not known that the prisoner had claimed the protection of the United States Consul, and had consequently been handed over to Mr. Seward, the United States Consul-General, under whose control he now remains. Inspector Grimes not having the requisite papers to enable him to deal with these altered circumstances, the matter will have to stand over until their receipt from Hong Kong. They have, we understand, been telegraphed for.

A new Chinese newspaper, which is, we believe, to represent the views of the Cantonese in Shanghai, is to be published on the 16th June. They have secured very commodious and centrally situated premises, their office being at the west corner of the Kiangse-road, at its junction with the Nanking-road. It is understood they have engaged the services of many eminent persons among the literati, to provide its leading articles, and in all probability will put the *Shun-pau* on its mettle. Whatever we may think of the circumstances to which this new scheme owes its origin, there are, we think, few facts that look so promising for China as the existence in Shanghai of two Chinese newspapers, opposed to each other, and yet both having every appearance and promise of being ably conducted and well supported.

On the 7th June we were visited with a remarkable storm, which suddenly overcasting a bright and hot day lowered the temperature rapidly. The wind began to blow from the north, but rapidly veered round the whole range of the compass, till in less than an hour it came back to north again, when it subsided as rapidly as it had risen. Meanwhile, thunder, lightning, rain in torrents, and hail, made the elements of a terrible storm, the effects of which have been most disastrous in the gardens and fields. During the cyclone, short as it was, a number of casualties occurred. The saddest is that of the cutter-rigged yacht *Annie*, which was just starting on a sail down river with Mr. Penning (ship-keeper of the tug *Fairy*) and the carpenter of the *Thermopylæ* on board, who were in the act of hoisting the sail, when the blast struck her, throwing her on her beam ends; on which she filled and sank immediately. Mr. Braysher, Deputy Harbour Master, saw the occurrence, and hastened to the spot, not more than two hundred yards from his hulk, but he could see nothing of the ill-fated men. The end of the long boom of the *Annie* was visible at the surface, to which a Chinese boat was launched to serve as a beacon, and to show a light during the night. Next morning the professional diver from the *Leven* went down and searched for an hour, but could find no trace of the bodies. The *Annie* was towed to Lindsay's Wharf, and beached on the mud; she belongs to Mr. Gilbert, engineer. Mr. Penning's body was recovered on the 11th June, but that of the carpenter has not yet been found. A Chinese boat was capsized near the Pagoda, and one Chinaman drowned. A yacht between this and Woosung was capsized and the two foreigners who were in swum to the shore in safety. A Chinese house in Hongkew had its roof torn off by lightning, but no one was hurt. A cabstand, stables, &c., near the Sailors' Home, were blown bodily away.

HONG KONG.

Our advices by the present mail extend to the 20th June; the French mail from London May 8 was received on the 14th June. We take the following items of news from the *China Mail*:—

There seems to be some chance at last of a measure we have in past times very strongly advocated being carried out. This is the prolongation of the Praya from its present terminus at the military landing place till it meets the Praya East, just beyond the Ordnance Wharf. The scheme has, if we are rightly informed, already passed the stage of "consideration," and bids fair before long to be placed in the efficient hands of Mr. Price for practical fulfilment. We believe that the sea wall at the back of the military hospital is to be retained and utilised, the new road being constructed inside it. We need not say a word in favour of a project which has for years been advocated by the local government, the public, and the press, and which official obstruction at home has alone prevented from being carried out. If, as we believe, the intelligence we give be true, we may heartily congratulate the colony upon at last getting a chance of seeing the worst portion of Queen's-road on the drive eastward disused. Apropos of this matter, we understand that it is proposed to fill in Causeway Bay just beyond the distillery, the present ancle-endangering, and at high water impassable, causeway being replaced by a good substantial road. This matter is apropos of the other, inasmuch as rumours assert that in return for the departmental concessions regarding the new piece of Praya a *quid pro quo* will be given from the new ground to be made at Causeway Bay. If this be the case nobody will have any reason to grumble, and the public, whether residing in the centre or the east-end of the town, will be decided gainers. H.E. the Governor could scarcely initiate, and Mr. Price could hardly undertake, any work more thoroughly popular than that which it is said is about to be commenced.

The Hong Kong Chamber of Commerce have applied to the local Government for the report sent in by the recent commission, with reference to the effect of the Chinese cruisers upon the trade of the port. The application has, however, been refused, but the Government offer to forward to the Colonial-office any memorial which the Chamber may send in.

The colony has sustained a severe loss in the death of Mr. Douglas, who has been for over twelve years Governor of the gaol. Mr. Douglas was generally respected as an able and energetic public servant, and was about two years ago made a justice of the peace, in consideration of the valuable aid he had at times rendered to the Government.

A good deal of talk has very naturally been caused by the extraordinary report of the Indo-Chinese Sugar Company, and the debate thereon at the meeting held on the 15th. Opinion outside the company seems to be that it had better wind up. Shareholders, on the other hand, cling to the slightest hope of retrieving their position, and the only question before them at this moment is whether under the conditions disclosed by the balance sheet there is what an ordinary business man would call "reasonable hope" of manufacturing sugar in future at remunerative rates, and in such quantities as to convert past loss into future profit. This being the issue, its settlement would seem to us a tolerably easy matter.

We have received from Mr. James Porter,* formerly Commissioner of Chinese Customs at Amoy, but now a "a resident of Albemarle Country in the State of Virginia, United States," a copy of a pamphlet which he has addressed to the Senate Committee of that State on the subject of immigration—not the immigration which attracts most notice from journals published in China. On the contrary, Mr. Porter is apparently anxious only to see a stream of "retiring officers of Her Majesty's military and civil services in England, Scotland, France, Germany, Calcutta, Madras, and Bombay," induced to flow towards the teeming plains (or mountains,—we are not quite sure which, as the pamphlet contains no geographical information) of "Ole Virginny." Regarding this subject, however, we cannot expect readers in China to feel a very deep interest.

FORMOSA EXPEDITION.

We learn from semi-official native sources that the Chinese Government has finally decided to give the Japanese "notice to quit" Formosa, Shum-pao Ching the Superintendent of the Foochow Arsenal having been appointed high commissioner to settle the question with the Japanese. We understand that his instructions are to first of all adopt peaceful negotiations to get them to leave, and those failing to threaten a resort to arms. In view of such a contingency being possible, Shum is appointed Commander-in-Chief also. The Chinese officials appear to feel very strongly on the subject. They highly object to the action taken by Japan, and—to use a well-known expression—are "spoiling for a fight." Large purchases of guns and ammunition are being made in this colony, and holders of "warlike" stock ought to be doing a good business. The Chinese, by the way, assert that the Japanese before starting for Formosa were warned to desist.

The correspondent of the *China Mail* writes:—

Hitherto, whenever a foreigner has desired to pay a visit to the savages, he has found it an exceedingly difficult and troublesome matter to accomplish. First of all, guides have had to be secured from amongst the Chinese who can speak their dialect. Then, at various points in the savage territory halts had to be called, and signals had to be exchanged before the party were allowed to proceed. Then, finally, a large party having taken them under their protection, escorted them to the particular village to which they belonged. Now it is hardly conceivable that knowing what a large force had been landed for the express purpose of destroying them, the savages should allow small isolated parties to go about, and actually to penetrate into their villages, before they were stopped. It seems to me, then, that the village must have been a Chinese one, and the heads that were taken off must have once belonged to the liege subjects of the Emperor. That this may be so is quite possible, if we take into consideration the position of affairs in the neighbourhood of the camp. For reasons that are best known to the Chinese in authority there, the Japanese seem to have been entrusted with discretionary powers to exercise their discipline upon all that in any way trouble them. It is said that complaints were made some time ago by the Japanese that the Chinese in the neighbourhood were molesting then, in some way or other, and requested that the authorities should come and forbid them. They were told, in

* We regret to hear that Mr. Porter is suffering from derangement of the brain.

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reply, that they were quite at liberty to take the fellows in hand themselves, and punish them as they liked.

While, however, measures are being taken at Canton to check the expedition, news comes from Formosa that serious fighting has taken place between the Japanese and the Aboriginal tribes. So far the Chinese troops have not appeared upon the scene of action, and, as the *Foochow Herald* observes, the attitude of the Chinese Government hitherto has certainly not been calculated to inspire foreign nations with any great degree of respect for the empire. The momentary calm will, however, be succeeded by vigorous action if there be any truth in Chinese gossip. As a confirmation of the fact that the Chinese intend to wake up shortly, we may note that the Peking authorities are said to have formally notified Mr. Wade that the Formosa expedition was undertaken without their knowledge or consent.

The following notification dated June 6th, 1874, has been issued by the U.S. Consul at Amoy :—

Whereas, the Chinese authorities of the Foh-kien Province have informed me that a Japanese armed force has invaded the Island of Formosa ; that that island is a part of the Chinese Empire, and have requested me to prevent American citizens from taking part in the enterprise ; also, that they have demanded of the Japanese forces its immediate evacuation ; and

Whereas, citizens of the United States in China are under the protection, and subject to the jurisdiction and laws of their own country,

Now, therefore, I, the undersigned Consul, charged with the care of American interests and the execution of the laws of the United States and treaty obligations with China in the Island of Formosa, hereby notify and command all citizens of the United States to at once withdraw and hereafter abstain from all enterprises unfriendly to the Chinese Government, and to avoid all acts which are inconsistent with the said laws and treaty obligations.

Any citizen of the United States who shall refuse to comply with, or offend against the provisions of this notification, shall forfeit the protection of the American Government.

J. J. HENDERSON, United States Consul.

A gloom has been cast over Macao by the unexpected death of Captain A. Tassara, the Governor of Taipa and Colovan. He has been buried, and many sorrowing friends, among whom we remarked the principal Chinese of Taipa, accompanied his remains to their last abode. Unfortunately it is not in the spirit of Portuguese colonial administration that many of the stamp of this highly-esteemed officer be sent to these far away places, and it is doubtful if the villages of Taipa and Colovan will for a long time be as contented and happy as before.

In the case of Espantoso *v.* Ehlers, $5,000 claim for commission on the sale of the steamer *Fatchoi*, tried before Mr. Justice Snowden and a special jury, in the Supreme Court, the following is the result :—

Mr. Hayllar, in opening, stated that plaintiff was a commission broker, doing business in the Colony, and defendant was a merchant here also. The facts of the case were simple, and he did not think it would be necessary to dispute that the steamer was sold by the plaintiff, the dispute was on the brokerage due. A statement of the transactions between the plaintiff and defendant, as he understood it, was then made, and the plaintiff called.

Plaintiff sworn : I have known defendant since 1872. The first thing I did for him was to charter the steamer *Fatchoi*. I chartered her for a Spaniard ; the charter party was signed ; I received a commission of five per cent. from Mr. Ehlers for the same ; I never bought anything for him, and I generally allowed him five per cent. Mr. Denegri is a merchant in Lima, Peru. The defendant requested me to sell the steamer for him. He said she was mortgaged to a bank here for $90,000 and he had to pay heavy interest on her. I spoke to my friend and offered her for sale to him. The limits were fixed by Mr. Ehlers at $129,600. He agreed to purchase her on condition of receiving her credits first to enable him to pay for her. Mr. Denegri was introduced by me to Mr. Ehlers in the latter's office. He waited some time for his credits, when Mr. Ehlers set a certain number of days in which she should be turned over, on a penalty of $30,000. A contract to that effect was signed. There was another conditional agreement signed at the Spanish Consulate in Macao. The agreement was signed in Hong Kong. The defendant promised verbally to pay me five per cent. commission as usual. Nothing was said about a penalty. Defendant left the colony about the middle of the year 1873. I did not send him any notes, it not being my custom to send notes. I considered that he owed me money. I did not owe him any money ; I had a coal contract at the time. It was concerning the purchase of some coals ; I lost $6,000 or more by the same. I paid Ehler 2½ or 5 per cent. at the time. I do not recollect which. Defendant brought an action against me for the amount $4,000, which I paid. When the defendant left he gave me to understand that he was coming back. I have never been paid any commission on the present transaction.

By Mr. Kingsmill : The *Fatchoi* was twice chartered. The first time she went to England and returned, but the second fell through. I do not know her owners. The contract was drawn up by Mr. Ehlers. I think he read it over. I firmly believe that I have paid Mr. Ehlers 5 per cent. on transactions he has done for me, not always. I paid him 2½ per cent. commission on the purchase of the coals. The account produced shows that I paid him 2½ per cent. In May last Mr. Ehlers negotiated two loans for me and charged me 5 per cent. commission and 1 per cent. interest. I am sure it was not 3½ per cent. altogether, but more. I do not remember his negotiating a loan for me in September, 1872. Mr. Ehlers first spoke to me about the sale of the steamer in the early part of the year 1873. It may have been in April. When the second charter fell through I made no proposition to Ehlers to charter the steamer with him and another to carry coolies to Peru. There was no mention as far as I can remember concerning a charter of the steamer to carry coolies. There may and may not have been such a suggestion. The introduction of Mr. Denegri to Mr. Ehlers by me was made for the purpose of bringing the proposed buyer and defendant together.

After the examination of other witnesses the case was given to the jury, who returned a unanimous verdict in favour of the plaintiff.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices from this port to the 28th June ; the French mail from London May 22 was received on the 22nd June, and the following P. and O. mail of May 29 on the 27th June. The following summary of news is from the *Straits Times* :—

His Excellency the Governor is still absent on his visit to Penang, but will probably leave on his way back to Singapore about the middle of next week. We presume after his return the Legislative Council will again resume its sittings. Among the subjects to be brought before it, is a Bill for regulating the immigration of, and affording protection to, native labourers from British India. This Bill is a result of complaints made by the Madras Emigration agents, and of the Province Wellesley coolie scandals brought to light some months ago. No doubt some measure is necessary for the protection of the coolies from fraud and oppression after their arrival in the colony ; we have not yet had an opportunity of carefully examining the Bill, but it is drawn up with a view to protect both labourers and employers, and on this ground ought to prove a just and useful law.

The E. and A. Mail Steamship Company are somewhat unfortunate. First, their steamship *Sunfoo* was totally lost near Hong Kong ; and we now learn that their chartered steamer *Flintshire* has grounded in entering Townsville, Northern Queensland. The first telegram led to the inference that the steamer was wrecked, but later advices (26th June) state that she had been beached for temporary repairs, and would probably be despatched within her contract time. A serious shipping disaster has also occurred here, in the Tanjong Pagar Dock, the ship *England* having gone over on her side in the dock. The accident was due to a leak in the vessel during the temporary flooding of the dock, and her ballast being trimmed to one side, the water in the hold rushed to that side, causing her to heel over and fill. During the efforts made to right her, the tackles secured to the masts parted, and the vessel fell over on her broadside ; it is impossible as yet to ascertain the extent of damage done to the ship, but it is feared it will be very serious.

The arrivals *via* the Suez Canal have been the *Amboto*, from London, and *Olympia* from Hamburg on the 17th, *Avenir* from London on the 21st, and *Glenroy* from London, and *Ajax* from Liverpool, on the 24th. The only departures have been the steamers *Cawdor Castle* on the 16th, and the *Gordon Castle* on the 21st, for London, and *Russia* on the 23rd for Odessa, from Hankow ; and the *Glenearn* on the 22nd, and *Braemar Castle* on the 24th, from Foochow, for London—all with tea cargoes.

Advices have been received by the Colonial Secretary from Penang stating that the Attorney-General, accompanied by Mr. Swettenham, had returned from an official visit to Perak, where they were well received, all the chiefs looking forward with satisfaction to the inauguration of the new arrangements.

The Messageries Maritimes steamer *Tanais*, Capt. Reyners, which arrived from Marseilles, left for Hong Kong. This vessel has been sent out to fill the place of the ill-fated *Nil* on the Hong Kong and Yokohama route. We understand that the Messageries Company's steamer *Peluse* is also expected here, to take the place of the *Neva* on the Batavia line ; the latter vessel, which is about twenty-one years old, going to Saigon, to the Company's lifting dock there, for general repair and to get in new boilers.

Commenting on the speech of Lord Stanley, on Perak and Laroot, the *Straits Times* has the following :—In accusing this Colony of a desire to annex the territories of the native chiefs, he has cast upon us a most undeserved imputation.. All that has been done with respect to Perak and Laroot has been to endeavour to effect a reconciliation between contending parties, whose quarrels had thrown those countries into anarchy, seriously crippled the trade and endangered the peace of Penang, and encouraged aggravated piratical depredations in the immediate neighbourhood of that settlement, which even the presence of Her Majesty's ships failed to prevent.

As pointed out by Earls Carnarvon and Kimberley, the new treaty with Perak was strictly in accordance with the desires of the chiefs themselves ; it is, in fact, but an authoritative confirmation of the views of previous rulers of the country. The assurance given by the noble Earls is emphatically corroborated by the results of the visit of the Hon. the Attorney-General (Mr. Braddell), with Mr. Swettenham, who have just returned to Penang from Perak, where they were favourably received, and found the chiefs looking forward with satisfaction to the inauguration of the new state of affairs. In reply to the statements of Lord Stanley, regarding the dealings with Salangore, we have only to say that all that was done was in strict accordance with the existing treaty ; and considering that the Sultan's

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own sons were believed to have been implicated in the crime of the prisoners who were delivered up to the Sultan by this Government for trial, it will be apparent that Sir Andrew Clarke could not have done less than to demand the fulfilment by him of a treaty which has been faithfully observed on our part.

PENANG.

The present mail's advices extend to the 30th June; the P. and O. mail from London 29th May arrived out on the 25th June. The following is from the *Penang Gazette*:—

As the Puisne Judges of Singapore and Penang objected to being burdened with the trial of cases up to $10, as required by the Courts Bill Amendment Ordinance, the Colonial Government have settled their objection by increasing their salaries by £300 and £160 per annum respectively.

The necessity for the appointment of a Public Prosecutor for Penang is becoming daily more apparent, and it is to be hoped that Sir Andrew Clarke will not be misled into sanctioning the amalgamation of that office with the Solicitor Generalship.

It is rumoured that Mr. Braddell, the Attorney General, is to undertake the duties of Secretary to Government in the Political Department, in addition to those performed by him at present.

We regret to have to announce the death of Mr. Koh Teng Choon, who for upwards of thirty-eight years was Chinese interpreter in the Supreme Court here.

The Government have received official information that cholera has ceased its ravages in Batavia. Clean bills of health are now granted to all vessels leaving that port.

A rifle match took on the 25th June between six officers of Her Majesty's ship *Charybdis* and six members of the Penang Rifle Club, the latter winning by forty-six points.

Commercial Report.

(For dates see first page.)

IMPORTS.

Yokohama.—As usual at the season of this year the market had continued very quiet. In Cotton Yarn the business done had been small, and rates had further declined: the relative quantity of 28 to 32 sold had, however, been rather larger than usual. There had been more doing in Grey Shirtings, chiefly 9 lbs., at the low rates ruling. Velvets had attracted some attention, but the demand for Turkey Reds appeared to have been satisfied. In Woollens and Mixtures generally the stagnation continued. No improvement is reported in the market for Metals.

Hiogo-Osaka.—The import trade was still in an unsatisfactory position, and although at closing some articles were enquired for, a decline in value had generally been established. Cottons.—Yarns: The demand for good chops had improved, although no sensible advance was quoted. Grey Shirtings were entirely neglected for some days, and a decline took place, which, although at the close a better feeling existed, had not yet been recovered. The demand for Turkey Red Cambrics had fallen off, and rates were lower. Victoria Lawns were still saleable at a slight concession. T-Cloths had found buyers to a small extent. Worsteds and Woollens.—Black Orleans continued saleable at somewhat weaker rates. The demand for Mousselines was less active, and former quotations were with difficulty maintained. Lastings were in moderate demand. Nail Rods were saleable at former rates.

Hankow.—During the first half of the fortnight under notice, there continued to be a fairly active demand for Cotton Piece Goods, especially Grey Shirtings, but towards the close it had somewhat subsided, and in some instances a decline had taken place. There had not been much of interest passing in other goods.

Shanghai.—There had been little or no improvement in the general position of Piece Goods. Advices from the interior and outports, coupled with dear money among the natives, had not encouraged the dealers to operate beyond their immediate orders, consequently the demand had been very limited. A few Plain Cottons had been in request at better rates, but as a rule the market had been quiet in the extreme.

Foochow.—The following sales had been made, viz.:—650 pieces 8¼lbs. Grey Shirtings, $2.53 to 2.72½ per piece; 800 pieces 7lbs. T-Cloth, $1.85 per piece; 500 pieces 6lbs. T-Cloth, $1.65 per piece 1,800 pigs Lead, $8 to 8.25 per picul.

Hong Kong.—The market for Piece Goods and Yarn remained in much the same position as last reported, viz., quiet, with weakening prices for most articles.

Canton.—Lead was being sold in retail parcels at last quoted rates. Common brands were quoted $7.70, and W. B. $7.75 to 7.80 per picul. Quicksilver was quoted $189 to 190 per picul.

Batavia.—The market for Cotton manufactures had been extremely quiet. There had been rather large arrivals of Dutch staples, and requirements appeared to be almost satisfied; late unseasonable rains had retarded a revival of general demand, and values had a drooping tendency, though there was little material change in quotations.

Singapore.—There had been a downward tendency in rates for most descriptions of Grey Goods; the lower prices accepted by holders had caused dealers to buy more freely; a moderate business had been done; the market closed quiet and weak. There had been no change in dyed or printed Cottons, Woollens, or Metals.

Penang.—There had continued to be a moderate enquiry during the fortnight, and a fair business had been done at previous quotations.

EXPORTS.

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TEA.

Yokohama.—Business had continued on an extensive scale, and the easier tendency recently reported had entirely disappeared. Arrivals were coming forward in quantity, and began to show a marked falling off. Settlements since June 4 had amounted to 9,500 piculs, consisting chiefly of medium to fine grades, the former of which were relatively dearer than the better classes. Total settlements from May 1 to date estimated about 21,000 piculs. Heavy supplies of the lower grades were looked for towards the close of July, and prospects of a large second crop were considered as very favourable. The P. M. steamer Alaska on June 6 took for New York 201,938 lbs., for San Francisco 31,322 lbs., and for other ports 49,723 lbs.

Hiogo-Osaka.—After the departure of the Pacific Mail steamer on May 18, arrivals began to come forward more fully, and there was a slight reduction in price while buying for the China Trans-Pacific steamer Vancouver was going on. Purchases for that steamer being over, a sudden drop in prices of fully $5 per picul took place, and the market had since gradually but surely grown weaker. The Teas on offer were much better in quality than at first, though the finest grades had been very scarce. Settlements estimated at 9,500 piculs, and Stocks at 700 piculs. Shipments to Yokohama 1,674 boxes for the month.

Hankow.—Messrs. Evans Pugh and Co.'s Circular, dated June 9, says:—During the fortnight that has elapsed since we issued our report on the 26th ultimo a large business has been transacted, settlements of about 122,000 chests of Oopack and Oonahm teas, and 68,000 half-chests of Ningchows having been reported. Large as these operations may appear they are somewhat less than usual of late years at this period. Since the date of our last report a considerable amount of business has been done from day to day, at prices which have in most cases shown a decline. Ningchows, for which most extreme rotes were paid at the opening of the market, have declined since then Tls. 6 to 8 per picul. Oopacks, especially the lower qualities, are Tls. 3 to 4 lower, so are Oonahms. The first settlements of Oonfas were made at Tls. 36¾ per picul, for by no means choice chops. Since equally good teas have been bought at Tls. 30, and the lower classes are relatively cheaper. These teas are not of very good quality, being mixed in leaf; they are however strong and useful. Prices may now be considered on the whole to be about the same as they were at this date last season, while the average quality of the crop is better than it then was. From the figures given below it will be noticed that the total Export to date is much on a par with what it was last year, the deficit from the Oopack and Oonahm districts being made up for by the excess of Kew-kiang Teas Total shipment to London 14,664,140 lbs., against 11,523,813 lbs. last year; per steamer Russia for Odessa 2,200,682 lbs., against 2,012,757 lbs. last year; shipments to Shanghai 3,463,868 lbs., against 6,983,254 lbs. last year. Making total export to date 20,328,690 lbs., against 20,518,824 lbs. last year. The total export includes re-export of 4,969,438 lbs. of Kew-kiang teas, against 3,340,330 lbs. last season.

Kiukiang.—Black Teas: About 1,800 half-chests had been settled here at Tls. 38 for Ningchows and Tls. 34 for Kiukiang packed. Total arrivals, 75,269 chests. Stock, 3,000 chests.

Shanghai.—Messrs. Drysdale, Ringer and Co.'s Report says:—Black Tea: The business of the season was opened on the 7th instant by the settlement of two chops Hohows at Tls. 25.2 5. Oonams have realised Tls. 18.0.0 to 23.0.0, Hohows Tls. 22.5.0 to 26.5.0, Oanfas Tls. 25.2.5 to 28.5.0, and Ningchows Tls. 31.0.0 to 37.0.0, one parcel of very choice bringing Tls. 47.0.0 per picul. Since the opening of the market to time of writing but little has been done. Buyers show great disinclination to operate at rates asked by teamen, total settlements to date being only 950 chests and 10,100 half-chests, against 3,500 chests and 18,360 half-chests for the same number of days last year. The Oonam Oopack, and Oanfar Teas offering here are of common to medium quality, all the fine chops from these provinces having been secured in Hankow. Of Ningchows there are a few fine parcels on offer, but the bulk of the fine and all the finest of this class have also gone forward direct from the up river ports. We make rates current here for Oonams, Oopacks, Oonfas and Hohows about Tls. 1.0.0 to 2.0.0 over last year's opening rates and Tls. 1.0.0 to 2.00 under latest Hankow quotations, whilst Ningchows, if we can quote from the few settlements made, are Tls. 1.0.0 to 2.0.0 dearer here than at Hankow or Kiukiang. In regard to the quality of the crop we make the Ningchows very much superior to the yield of last year, which we then characterised as the worst in our recollection; the fine and finest chops from this district are really first class Teas. Oonfas are very inferior, being largely mixed with leaf from inferior districts. Of the Oonams and Oopacks, the only districts we rate up to last year's growth, are the Cheong-sow-kyes, Soong-yong and Tong-shan, and this rating merely applies to the early packed chops. Taken as a crop, excluding the Ningchows and perhaps the Hohows, we make it decidedly inferior to average. Stock is estimated at 11,500 chests and 30,000 half-chests, against 16,000 chests and 20,000 half-chests same time last year. Settlements 950 chests and 10,100 half-chests, against 3,500 chests and 18,360 half-chests. Reshipments 13,500 half-chests, against 3,494 chests and 11,670 half-chests. Export to date 14½ million, against 13½ million pounds same time last year. Green: A few chops of Shanghai packed will most probably be offered in ten days. Musters of the first Ping Suey are expected at about the same date. The only steamer on the berth is the Deucalion; but the Canton and Glenroy are expected. There are one or two sailing vessels waiting for tea, up to the present buyers have preferred steamers in order to place their teas on the London market before large supplies from this port or Foochow.

Foochow.—Messrs. Westall, Galton and Co.'s Weekly Letter says:—The first purchases of Country Teas were made on this market on the 9th June; since that date a good business has been passing, and settlements for the week aggregate 75,000 chests, of which nearly 20,000 are for Australia. Opening rates for low Country Teas are 2 to 3 taels above last season, Suey Kuts especially being in good request for the

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Colonies. The Ching Wos and Fock Oans, although costing about 4 taels per picul more than the past year, are relatively of good value when compared with the bulk of the crop. The opinion expressed in the last impression about the Siew Miew can be confirmed, the appearance is not good, but the liquor fine. Common and low grades are bringing extreme rates for Australia. Buying has been general, but the market closes easier for medium and fine grades. Souchong: A few chops have been shown, the quality seems poor; one parcel has been taken, but no price reported. Oolongs: The last opinion can be confirmed, the leaf being fair, but the water poor: a fair demand has existed, and prices are about 3 taels over last year. Flowery Pekoes: The colour and make of the Teas at present on show are poor, but the liquors fair. Scented Teas: A few parcels have changed hands for the first steamers at very full rates; an advance of 4 taels over last season's opening rates is noticeable; present supplies are very much wanting in scent.

AMOY.—Oolong: Arrivals had come in rather freely, 120 chops in all being now represented; about 20 chops from the Ning Yong district had been shown, and so far were reported very favourably upon. Teamen stated that the crop this year would be upon the whole better than last. Congou: Buying commenced on the 10th June, when about 1,500 half-chests were settled for the Australian market; rates were about $2 to $3 per picul over the opening of last year. A further quantity of about 4,000 half-chests had since been settled at same rates; these Teas had been principally bought for the s.s. Legislator, now in port, and after her departure prices were expected to decline. The later arrivals in some cases showed an improvement, a few chops turning out a very fair liquor. Formosa Oolongs: Upwards of 8,200 half-chests were to go forward from Hong Kong for New York by the steamer Vasco de Gama, and by other steamers 2,000 to 3,000 half-chests had already been shipped.

CANTON.—Messrs. Deacon and Co.'s Circular says: With home advices by telegram announcing the unsaleability of Canton Teas, and continued reports of drooping priced, buyers here have naturally become reluctant to continue operations. The business since last mail has been moderate, and mostly transacted in the early part of the fortnight, the market at the close being decidedly quiet. Congous: Settlements reported have been nearly all for special packing, and not for shipment to London. In Macao there has been some business at lower prices. Scented Teas: Of Capers, though occasional parcels have been picked up at cheap prices, the purchases have been chiefly on a basis of Tl. 1 per picul under last mail's rates; quotations are, Tls. 18½ to 22 for fair to medium, Tls. 24 to 27 for good medium to fine, and as high as Tls. 31 for finest fancy lots. In Orange Pekoes no material change in value is noticeable, Tls. 16 to 17 have been paid for clean fairly scented "new-makes," and for medium to good medium long-leaf Tls. 20 to 27 continue the current figures; small fancy parcels of approved merit have fetched Tls. 30 to 31 per picul. In Canton Greens there are no settlements. The following is a summary of the fortnight's business:—Congou, 1,200 packages at Tls. 16 to 23 per picul; Scented Orange Pekoe, 6,000 boxes at Tls. 16 to 31 per picul; Scented Caper, 15,000 boxes at Tls. 18½ to 31 per picul.

SILK.

YOKOHAMA.—The actual settlements of the fortnight had not exceeded 50 bales, and allowing for about that quantity short shipped at the date of last advices the figures of the total were left unchanged. Quotations were considered more or less nominal; dealers were offering their remaining parcels, mixed Hanks and Medium Oshus, at from $425 to $475 per picul, but met with little notice. Some coarse parcels had been returned to the interior, which helped to further reduce stocks. First arrivals of new Silk were expected shortly.

SHANGHAI.—Previous to the departure of the French mail of the 6th June only 150 to 200 bales of new Silk had been received; but on the 5th June the first purchasers of about 100 bales were made, comprising No. 5 Tsatlee at Tls 255 to 260; No. 3 Gold Lion at Tls. 315 to 320; No. 4 at Tls. 295 to 300, and Blue Elephant at Tls. 320. Since that date about 1,000 bales had arrived; but owing to the very discouraging reports from the markets of consumption, and the larg increase in the crops both here and in Europe, buyers had been unwilling to continue purchases on the same basis, while on the other hand the Chinese had been unwilling to give way more than Tls. 10 to 20, and until two days before the close business remained quite at a standstill. Towards the close, however, a small business of 100 to 200 bales was reported, consisting of a few bales each of various descriptions, not admitting of any quotations, but marking a decline of about Tls. 20 on previous prices. Settlements for the fortnight, Chinas, 300 bales. Total settlements since 1st June, 300 bales; against 1873-74, 1,500 bales; 1872-73, 7,000 bales. Comparative unsold Stock on this market on the 12th June, 1874, 1,000 bales; 1873, 3,500 bales; 1872, 4,000 bales.

CANTON.—Messrs. Deacon's Report says:—London advices regarding this article continue to be of an unsatisfactory and disheartening nature. It would seem that the fact of the more than abundant European crop is likely to prove inimical to the market value of "Cantons," and even a lower range of prices than those now ruling at home is expected to be the result. Here we have had a fortnight of very limited dealings. For last French mail only 95 bales of Tsatlee reel were taken, and no purchases for outgoing mail steamer is reported to have been made. Chinese would submit to some reduction on last quotations, but unfortunately their ideas of value do not keep pace with the retrograde movement on the other side. Loongkongs in stock are only of fair and middling classifications, which are not appreciated. Long-reels: No settlements have yet transpired, but some purchases for Bombay are likely to be made before the close. Re-reels continued neglected, and ready reeled silk is not in stock. Some few musters of second crop staple have arrived on the market, and as far as colour and general quality are concerned, are a decided improvement on the former yield. The stock is estimated at 200 to 300 bales Tsatlee, 100 bales Loongkong, and about 200 bales of inferior sorts. Settlements of new seasons waste are 500 to 600 bales No. 2, at $60 per picul.

NEW SEASON'S TEAS.

We have advices of the sailing of the steamer *Cheops* from Foochow on the 22nd ult., and the *Montgomeryshire* is expected to leave in a few days. The latest telegrams report the Foochow market firm, and that the first and second crops are expected to exceed last season's by 5,000,000 lbs., chiefly common kinds. Freights are quoted 60s., but expected to decline. The *Gordon Castle* (str.), which left Hankow on the 7th June, with 2,083,838 lbs., has been lost. The total export of new season's Teas up to the 23rd ult. was 55,750,000 lbs.

CARGOES AFLOAT.

Woosung Dates.	Name.	From	Cargo-lbs
„ 16	Cutty Sark	Hankow	1,300,000
„ 26	Japan (str.)	„	2,500,000
„ 30	Ada	„	988,129
June 14	Zambezi (P. and O. str.)	Shanghai	1,450,000
July 17	Thermopylae	„	—
„ 14	Glenearn (str.)	Foochow	2,200,000
„ 19	Mongol (str.)	„	2,500,000
„ 19	Glaucus (str.)	„	1,500,000
„ 26	Sirius (str.)	„	2,000,000
„ 28	Crocus (str.)	„	2,000,000
„ 28	Cheops (str.)	„	—
June 5	Nestor (str.)	Canton	1,303,608

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.	4s. 4d.	4s. 4½d.	4s. 4½d.
Shanghai „	6s. 0d. to 6s. 0¼d.	6s. 0½ to 6s. 0¾d.	6s. 0¾d. to 6s. 0½d.
Canton „ / Hong Kong „ / Macao „	4s. 4d.	4s. 4½d.	4s. 4½d.
Singapore „	4s. 3⅞d.	4s 3¾d.	4s. 3⅞d.
Manila „	4s. 1d. to 4s. 1½d.	4s. 1½d. to 4s. 2d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 311	226
„ Hong Kong	27¼ to 27½ dis.	—
Bar silver	Tls. 111.3.0	9 prem.
Mexican dollars	„ 72.6.5	2 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 25 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 39 per cent. discount.
China Traders' Insurance Company, $750 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 20 per cent. premium.
Hong Kong Fire Insurance Company, $295 prem.
Union Insurance Society (new shares) $60 premium.
China and Japan Marine Insurance Company, Tls. 100 per share.
China Fire Insurance Company, $33 premium.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 6s. 8½d., at Hong Kong 4s. 2d.

THE MAILS.

PRESENT INWARD MAIL.—BRINDISI, JULY 31.—The P. and O. Company's steamer Simla arrived at 6, and the mail left at 9.40 P.M. for London with the homeward India, China, and Australian mail.

HEAVY PORTION OF PRESENT INWARD MAIL.—ALEXANDRIA, JULY 28.—The P. and O. Company's steamer Zambesi left at 2 P.M., and may be expected at Southampton about the 10th proximo. Specie £720,250.

NEXT INWARD MAIL.—SUEZ, JULY 30.—The Messageries Maritimes Company's steamer Iraouaddy, with the inward French mails, from China and Japan, left here to-day for Port Said and Marseilles, at which latter port she may be expected on the 7th of August.

INWARD MAIL DUE AUGUST 24.—GALLE, JULY 26.—The Messageries Maritimes steamer Peiho, with the inward French mails from China and Japan, left here to-day for Aden.

OUTWARD MAIL OF JULY 24.—SUEZ, JULY 31.—The P. and O. Company's steamers Hydaspes and Indus, with the outward India and China mail of the 16th—24th inst., left at 6 P.M. for Bombay and Calcutta respectively.

OUTWARD MAIL OF JULY 3.—GALLE, JULY 27.—The Messageries Maritimes steamer Anadyr, from Marseilles 5th inst., left here to-day for Singapore.

LATEST TELEGRAMS.

LOSS OF THE "GORDON CASTLE."

LISBON, JULY 28.—The *Gordon Castle*, steamer, from Hankow to London, with a cargo of new season's teas, went ashore on the Berlingas, but was got off, badly damaged. She made for this port, and was run ashore at Cascaes. The crew and passengers were saved. The water extinguished the fires; the ship filled, and settled down in six fathoms water. She is a total wreck. Weather permitting, some cargo might, it is thought, be saved, but saturated with water.

CASCAES, JULY 29.—The steamer now lies on a flat ledge of rock, and shows no sign of straining. Endeavours are being made to lighten her by working at low water and stripping her aloft. Experienced divers are expected from Oporto by the 31st inst. If the weather continues fine there is a possibility of raising the vessel.

☞ *For Mail Shipping, Shipping Postscript, and Births, Marriages, and Deaths, see pages 527-8.*

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.
No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.
A Register is kept of the Addresses of all Persons connected with the Far East, and reference can be made to the same by personal application at the Office or by letter

The London & China Telegraph.

LONDON: TUESDAY, AUGUST 4, 1874.

THE JAPANESE EXPEDITION TO FORMOSA.

The Japanese have got themselves into an awkward position in this matter, and it is difficult to understand how they can possibly retreat from it without considerable loss of national dignity and prestige; in point of fact, the whole affair promises to end in a ridiculous *fiasco*. Much as we should like to see a more satisfactory state of things existing in Formosa, we cannot say that we shall feel much sympathy for the Japanese in their humiliation, for, looking at the question from a European point of view, they have by all accounts undoubtedly put themselves in the wrong by despatching troops to attack an integral portion of the Chinese Empire without making a formal declaration of war; and we are the more surprised at this when we consider the eagerness which they have displayed during recent years to imitate all the customs, political and social, pertaining to what they have been constrained to admit to be a higher civilisation than their own. We should have thought that the experience gained by their embassies abroad and by their statesmen at home, who have now so long been in constant contact with foreign diplomatists, would have taught them to pursue a more wary course of action.

At the outset they professed to contemplate undertaking the expedition on grounds which would have made it somewhat reasonable, had they first endeavoured, without effect, to obtain redress through the ordinary diplomatic channels, for their ostensible object was to punish the barbarous tribes of Formosa for their ill-treatment of Japanese who had been shipwrecked on the inhospitable shores of that island. There can be no doubt, however, that this was a mere flimsy pretext, and that the clamours of the war party in Japan, impatient at the prospect of having to turn their swords into ploughshares, have been the real cause of the whole *imbroglio*. The expenditure once resolved upon, we heard that "great preparations were "made; all the available steamers were taken up for the "conveyance of troops, and many of them had already "taken their departure for Nagasaki, where the expedition "was to rendezvous, when suddenly, on receiving informa-"tion that China was sending troops to Formosa, the Go-"vernment issued orders countermanding the whole affair." One would have thought that the matter would have ended here, but the troops had not been consulted, and it seems that they declared positively that they would go, *coute qui coute*, and refused to obey all orders to the contrary! The Government found itself compelled to give in (for a portion, at least, of its mutinous soldiery had started on their own account from Nagasaki), and adopt the responsibility of the expedition, in order to prevent its ships from being looked upon as piratical. The troops eventually landed on the coast of Formosa without meeting with any opposition, though shortly afterwards they had a slight brush with the natives, in which some fifty of the latter were killed and wounded. By the last advices from Japan we hear "that "the plan of the campaign in Formosa is upon a somewhat "novel basis; the troops are to do nothing for the next "six months, unless they should be attacked, but are to "await instructions from Tokio. Meanwhile negotiations "are to be set on foot to crave permission from the "Chinese Government to allow hostilities to be gone into "against the Formosan savages!" Whatever the authorities at Peking may say in reply to this somewhat comical request, the Viceroy of Fohkien does not see the matter from the same point of view as the Japanese do, and we find that he maintains "the right of China to the whole "island, without distinction of inhabitants, whether civil-"ised or savage. Any acts of violence," he says, "against "passengers along the coast can be settled by reference to "the Chinese Government. . . . What right, then, has "Japan to send an army to invade the place?" The Viceroy clearly has got a better notion of the obligations imposed by international law than the Japanese have, but while quite sympathising with his natural indignation at the unjustifiable raid which has been made upon his master's territory, we must take leave to doubt the efficacy of any appeal to the Chinese for the punishment of the aborigines, over whom they have literally no control whatever, and we trust the present difficulties will teach them a lesson and induce them to set that part of their house in order.

The complications of the whole of this business have been varied and rather puzzling to follow at this distance from the scene of action, but we believe that we have sketched them with tolerable accuracy. What will be the precise ending of the matter, and how the Japanese will retreat from the absurd position in which they now find themselves, we cannot pretend to say. The last phase in the affair is the opening of some negotiations at Shanghai, whither, as we learned by last mail, the Provincial Treasurer had repaired from Loo-chow to meet a Japanese Envoy, who is reported to have said that the troops were sent to Formosa merely "with the view of remaining a short time to overawe the "aborigines, and that it does not at all follow that there "will be any fighting." We should think not, but we doubt if the Chinese will consider that a sufficient explanation of and apology for the violation of their territorial rights in Formosa, though, after all, there is no accounting for the eccentricities of Asiatics in general, and the Celestials in particular, and it is just possible that, if the Japanese quietly evacuate the island, the Peking Government may be willing to accept that solution of the difficulty without further ado.

Lord Stanley has put a question to Lord Derby in respect to the Consulate at Saigon. Our readers may remember that Mr. Consul Caswell in 1871 recommended the Home Government to appoint a special Consul from the Foreign-office. In his report Mr. Caswell, in a very candid and praiseworthy manner, pointed out that the large increase of British tonnage trading to the port of Saigon had caused such an extension of Consular duties that it was quite impossible for a merchant to discharge those duties satisfactorily. At the time this report reached the Foreign-office an inquiry was going on as to the Consular Service generally, and the matter was consequently shelved. Mr. Caswell tendered his resignation, but the Foreign-office requested him to continue in office, and to appoint some one to act during his absence from Saigon. This has been done by Mr. Caswell, and the gentleman who now holds the office is an American engaged in a mercantile business. But considering that the importance of the place both politically and commercially has largely increased since 1871, we must urge on Lord Derby the importance of at once appointing a special Consul who can report on all matters occurring in Cochin China as well as discharge efficiently the ordinary duties of the Consulate. This is rendered the more necessary as it is very doubtful if Mr. Caswell will return to Saigon, he having resigned his business connections with the place.

A deputation of merchants and others has waited upon the Chancellor of the Exchequer and Mr. W. H. Smith, M.P., to urge the expediency of an increase in the speed of the P. and O. Company's steamers carrying the mails and merchandise from England to India and the Far East. Sir Stafford Northcote promised attention to the views of the deputation.

The alterations in the Post-office contract with the P. and O. Company will be submitted for approval to the House of Commons this evening.

Mr. Benjamin P. Avery, the newly-appointed American Minister to Peking, was to leave New York for San Francisco on the 28th July.

The Governor of Labuan, Mr. H. E. Bulwer, has been appointed a member of the Second Class of the Order of St. Michael and St. George.

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STATEMENTS are appearing in the German newspapers to the effect that war between China and Russia must be considered unavoidable, and not very far distant. China, it is stated, has pushed forward 19,000 picked troops to the Kashgar frontier, and garrisoned several towns.

M. LE DUC DECAZES, the French Minister for Foreign Affairs, has submitted to the National Assembly a Bill on the Treaty concluded at Saigon on the 15th of March last between France and the Kingdom of Annam. The text of this treaty will appear in our next issue.

A COMPANY has been formed, with a capital of £100,000, to construct a tramway or railway communication between Shanghai and Woosung.

THE EXPEDITION TO NAN-CHANG.

The report of Mr. Mayers on his visit to the Governor of Nan-chang to obtain some explanation of the insults offered to Mr. Baber, of the Consular Service, has been published by the Foreign-office. Mr. Mayers, accompanied by Mr. Brenan, proceeded from Shanghai up the Poyang Lake, in H.M.S. *Ringdove*, Captain Pitman, and thence by a steam launch. This river was found to vary in depth from twelve to twenty-five feet. On announcing his arrival Mr. Mayers received an invitation from the Governor to visit him, which was carried out in company with Mr. Brenan and Captain Pitman. The necessary escort and three chairs were sent by the Governor. After the usual delay customary at Chinese receptions, but very tedious to foreigners, Mr. Mayers was able to broach the subject, upon which the Governor detailed his view of the outrage committed on Mr. Baber. This of course did not lead to any practical or satisfactory result, and Mr. Mayers availed himself of the first opportunity to ask :—

What security was there against the recurrence of a similar outbreak on the next visit of a foreigner to Nan-chang? To this the Governor replied most vivaciously—"Oh! if you ask about security, I can't put my name to any bond! The Treaty requires us to afford efficient protection, and this shall be done in the amplest manner!" I now sought to ascertain from the Governor in what sense he defines protection, but his replies were purposely vague. On my making use of the expression, "t'an-ya" (to keep in order) he said—"You, who have been so long in China, must know that, with a population so turbulent as that of Nan-chang, it is a case of 'not-to-be-kept-in-order' (t'an-ya pu chu)." To this I replied—"That is a remarkable admission on your Excellency's part, for granting it to be correct, what can we think of the usefulness of the officials? If people will not be 't'an-ya' by fair means, they surely must and can be put down by force." His Excellency rejoined that Mr. Baber had very naturally made the same remark, but that he had also admitted himself to be perfectly well aware of the difficulties that environ the Chinese authorities, and his Excellency appealed to me to confess my own knowledge of this fact. In reply, I declined to recognise any difficulty in the matter; and with regard to the disposition of the people, it occurred to me to suggest that a practical test might be applied at once if Captain Pitman and Mr. Brenan were to take a walk through the town. This proposal seemed for an instant to disconcert the Governor, but he quickly recovered himself and approved the suggestion, saying: "By all means; the people will be perfectly quiet; they know, in fact, that you are friends of mine,—it is not as if it were a case of French missionaries making their appearance. Everybody knows that there is no harm about the English, Americans, &c." I took no immediate notice of this remark, and the Governor, addressing the Prefect, who was seated opposite to his Excellency throughout the interview, directed him to see that some official attendants should accompany the two gentlemen, and should let the people know that they were *not* Frenchmen. Upon this I interrupted the Governor, and begged him for his own sake to give no such directions as these, submitting that he was wrong to distinguish between the subjects of different foreign powers, and that a Frenchman might appear the next day at Nan-chang with a passport, and lay claim to equal immunities with ourselves.

The Governor replied that I was undoubtedly right to speak in this way from a foreign point of view, but that he had his own duties to perform. The Prefect, however, made a gesture from which I gathered that his Excellency's directions were not to be strictly fulfilled, and after a slight delay Captain Pitman and Brenan proceeded on their walk, remaining absent about half-an-hour. Mr. Brenan informs me that on issuing from the Governor's courtyard they were attended by upwards of 100 official retainers, who fended a way for them through the vast crowd which was gathered outside, and escorted them through several of the principal streets. The crowd followed in their rear, with much disorderly whooping and pressure, but no molestation was offered. Several shops were entered in the main street of the city, and no unusual excitement was shown beyond that caused by the mob of idlers who brought up the rear. During the absence of the two gentlemen I continued my conversation with the Governor, and his Excellency was finally brought to undertake that a proclamation should be issued, warning the populace against offering any annoyance to Europeans during future visits to Nan-chang. On my suggesting that the readiest means to secure the end in view would be to hold the district magistrates personally answerable for breaches of the peace, the Prefect loudly exclaimed that this was not to be thought of, but I demurred from his view.

With reference to this subject, I may sum up by remarking that the impression I have carried away from the interview is that the inclination traceable in the disposition of the Nan-chang authorities to discourage the visits of Europeans to the city is mainly, if not altogether, attributable to the hostility which Governor Lin scarcely seeks to conceal with regard to the Roman Catholic Missionaries. The people themselves have shown no inclination to annoy or molest us, and I attach no importance to the disorderly behaviour of the crowds of ragamuffins assembled under the unwonted excitement of the occasion. That even this concourse could have been dispersed at a sign from the Governor I have not the slightest doubt; but it was plainly his desire that we should receive an opposite impression. He referred more than once to the annoyance caused a short time previously to the literary examiner (Chuk'ao) on his arrival at the city, when his chair was surrounded and actually stopped by the throng. While protesting in the most emphatic manner that he was prepared to "afford the most efficient protection" (pao-hu shih li che che), the Governor yet sedulously repeated, time after time, the observation that "unforeseen accident" was not included within the scope of his promise. This phrase he illustrated by references to the murder of the Governor, General Ma, at Nanking, in 1870, and that of Lord Mayo, of which he had read an account. It was easy to perceive an undercurrent of suggestion on his part that, while the officials would nominally exert themselves to prevent serious harm befalling a foreign visitor, Europeans must not look for a welcome reception on their part at Nan-chang; but I, at the same time, believe that the earnest manner in which I pressed the obligations of the Treaty on his Excellency's notice, in the Prefect's presence and before a large crowd of underlings, will have left an impression for good upon his mind. To his remarks, more than once repeated, about unforeseen accident, I replied by observing that his Excellency must well know how to distinguish between exceptional and ordinary circumstances, and that, every precaution being taken, we may look with greater confidence to the event.

A very long conversation followed with reference to the questions of taxation on teas, and of obstructions to import trade under transit passes. I found the Governor perfectly *au fait* in respect of both these questions, and with regard to the impost on teas he simply repeated the views expressed in his correspondence already in my hands. Impressed as I was with the conviction that to urge this point to an issue would be impolitic, I said no more than was necessary, in my opinion, to show his Excellency that the attention of Her Majesty's Minister was fixed upon the subject, expressing no opinion, and making no complaint. I laid greater stress upon the grievances which are alleged with reference to the stoppage of trade inwards under transit passes, owing to the obstructiveness and exactions of the barrier officials. To my remarks on this subject the Governor opposed, as might be expected, a general denial, and he refused to accept as trustworthy the statements of the Kiu-kiang merchants, either native or foreign. He claimed credit for exceptional leniency in dealing with the constantly occurring cases of petty smuggling, and challenged me to bring forward any case of real hardship. In reply, I mentioned the confiscations which took place last year at Wu-ch'eng, but these the Governor was quite prepared to justify. I persisted, however, in urging that, if not with his cognisance, yet in some underhand manner, the barrier officials must give grounds for the apprehensions I had found, by careful inquiry, to prevail at Kiu-kiang, and I suggested that a proclamation might be issued to repeat in a public manner the Governor's assurance that no molestation would be offered to legitimate trade. This his Excellency undertook to have done.

The interview was drawn out to an inordinate length by the Governor's prolixity, and in order not to weary by too minute recital I have given but a faint outline of what passed between us. My object throughout was to leave an impression that his Excellency's conduct was narrowly observed, and in this I believe that I succeeded. After upwards of three hours' uninterrupted conversation the Governor allowed me to bring the interview to a close, and we withdrew to our chairs. A crowd of forty or fifty young men still lingered (although it was now past seven o'clock, and quite dark) outside the Governor's yamên, and Commander Pitman, who by some accident was delayed for a few moments behind Mr. Brenan and myself, informed me afterwards that the mob pressed rudely about his chair, and that but for the official attendants there would have been some danger of the chair being upset by the crush. I saw and heard nothing of this; and on learning the facts I did not think it advisable to take notice of the occurrence, which appeared to me devoid of significance. On reaching the river bank we entered our boat amid a large concourse of lookers-on, but no crowding or shouting was observed.

THE ORDEAN STABLE.

(To the Editor of the *London and China Telegraph.*)

Sir,—"Δ" does not improve. Indeed, he only makes bad matters worse. He began by blaming Lord Stanley of Alderley for asking for an inquiry into the conduct of the late Governor of the Straits. It would "savour of less than fair play," he says; and yet he had, himself, no scruple in reiterating, circulating, and accrediting all the worst things said of that unhappy official. Let us shout murder and thief by all means, but let us have no inquiry into the guilt of the fugitive against whom we are raising the hue and cry; delicacy forbids! Such are "Δ's" notions of "fair play," and they are very nice. Passing from his moral code, let us see how he deals with facts. Gaily shutting his eyes to such awkward customers, he finds a second cause of quarrel with Lord Stanley for not having backed the Straits Association when, "from 1868 to 1872," they clamoured at Lord Kimberley's door for inquiry into the late Governor's doings. Now there was no such clamour later than May, 1870; Lord Kimberley had not then become Colonial Minister; the Straits Association never applied to Lord Stanley for any backing; and

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that noble lord, who did not succeed to his peerage until the middle of 1869, could hardly have been warm in his seat in the House of Lords when the last echo of the last clamour of the Straits Association was dying away in the precincts of Downing-street. In short, every fact, material and immaterial, is misrepresented; not intentionally, of course, for "Δ" is evidently well-meaning. But he should know that when a writer sets up to criticise and censure the conduct of public men he undertakes a highly responsible office, and he must not be surprised if his qualifications for it are examined. They ought to include at least sound moral principles, habits of reflection, and accuracy as to facts. But "Δ" writes faster than he thinks. He gives himself no time to collect either his wits or his facts, and so he comes to grief.—I am, &c., A. B.

July 29.

THE JAPANESE EXPEDITION TO FORMOSA.

("TIMES'" CORRESPONDENT.)

NAGASAKI, JAPAN, JUNE 1.

By the steamer *Takasago-maru* (formerly P. and O. steamer *Delta*), just returned from Formosa, we have news of the progress made by the Japanese Expedition up to the 27th of May, the particulars of which will probably be interesting to your readers. But before entering upon these details it will not be out of place to refer to the earlier stages of this Expedition, to the troubles which beset the Japanese at its commencement, and to the opposition thrown in its way by the foreign Ministers, which at one time seemed likely to be fatal to the undertaking and to the newly-acquired credit of the Japanese with Western Powers.

During a seven years' residence in this country I have seen many astounding changes, some improvements, but several undoubted failures. For such failures as have occurred the Japanese alone have suffered, and continue to suffer, without, probably, very much foreign sympathy; but in the matter of this Formosa Expedition the censure heaped upon them appears to me to have been ill-deserved. So far from meeting with diplomatic opposition, they should receive moral, if not material, support from all civilised countries in their present Expedition to avenge the murder of several of their subjects by savages who on former occasions, as well as now, whenever they get the chance, murder every shipwrecked foreigner cast upon the south coast of Formosa. One of the objects of Soyeshima's Embassy to Peking last year was to demand redress for the murder of some fifty Japanese sailors shipwrecked on the south-east coast of Formosa. The reply given him was that the Chinese had no control over that part of the island, and that any demands of the Japanese in that quarter should be made direct. Since then the Expedition has always been a likely contingency, and with an adviser so well acquainted with Formosa as General Le Gendre, it was not probable the matter would be lost sight of, nor that the necessary preparations would be incomplete. At the same time it should be no matter of blame against the Japanese that, until actually ready to start, they should have kept their intentions secret, and even allowed rumours of a Corean expedition to take the place of the one they actually intended. Unfortunately, the rising in Saga found occupation for the Government forces early in the spring of this year, and until that ill-judged and worse-executed insurrection was quelled nothing could be done regarding Formosa. But after the suppression of the rebellion, a still greater incentive must have been felt for carrying out the original plans, since no better employment could be imagined for disaffected subjects than an expedition against a foreign enemy. The only cause for regret must have been that the season had advanced towards an unhealthy time of the year for a climate like that of Formosa; that the favourable monsoon for landing at the Southern end was passing by, and that the typhoon season in its worst district would probably be upon them before the work could be completed. However, the Japanese decided to carry their plans out, and in April they began to concentrate their forces here as the nearest port of departure for Formosa. But here their difficulties commenced, and from a source they could hardly have anticipated. Foreign Ministers, not satisfied with the statement that the Chinese had repudiated any control over the Formosan savages—although such disclaimers had formerly only too often been made to British and other Powers when they had to demand similar redress from the Chinese for murders committed in the same place—started the difficulty of a possible complication between China and Japan, and demanded the authority upon which Japan was acting in defence of her own people and of her own honour in a case where other Powers would have summarily acted without any notice whatever. The result was that both the British and United States Ministers issued a prohibition against subjects of either nation taking part in the coming Expedition, which in the case of the latter nationality was of a nature to cause the withdrawal of the principal foreign advisers—General Le Gendre, formerly United States' Consul at Amoy, and well known in Formosa, and Lieutenant Cassell, admittedly one of the smartest officers in the United States' Navy. This ministerial prohibition was further felt in the cancelling of the first two charters of foreign steamers made by the Japanese for conveying their troops to Formosa—the steamers *Yorkshire* and *New York*. Added to this, one of their own transports was found unseaworthy on arrival here, and the Japanese, even before leaving their own coasts, had every prospect of a complete failure. Fortunately, the officials in charge of the Expedition, notably Okuma, the Minister of Finance, and General Saigo, commanding the forces, were equal to the occasion; and, in spite of hesitations in the North, carried out the work put in their hands. In fact, when instructions actually reached them to delay the Expedition they were able to telegraph that it had already started. The difficulty of transport was surmounted by the purchase of two steamers—the *Shaftesbury* and the *Delta*—and the General himself left in the latter on the 17th of May, together with 1,200 troops. The first departures from Japan were made on the 3rd of May, when three Japanese transports, a corvette, and a small gunboat left for Formosa.

The rendezvous had been previously arranged in the Bay of Liang Kian on the south-west point of Formosa, and the first vessels arrived there about the 10th and 11th of May, the men-of-war having previously called at Keelung for coals, which they obtained without any difficulty, and the transports having called at Amoy, where supplies were not so readily given. At the latter port a pilot was threatened by his Consol with imprisonment if he rendered any assistance to the Japanese! A landing was safely effected at the village of Sha-lian, and a camp formed upon the beach, the neighbouring Chinese willingly rendering every assistance for the very handsome pay given by the Japanese for boat hire. Nothing of importance seems to have occurred until the arrival of General Saigo in the *Delta*; but his ship had hardly anchored on the 22nd of May when a Chinese corvette made her appearance, accompanied by a gunboat, the former with guns out, men at quarters, and everything prepared for immediate action. The few Europeans on board the *Delta*, seeing the preparations made, were in momentary expectation of being fired upon, and from the size of the Chinese man-of-war they could see it would be in her power to capture the whole of the Japanese fleet then in the bay. However, the corvette came quietly to an anchor and the troops on board the *Delta* were at once landed. The Mandarin in charge of the corvette, who had been sent by the Viceroy of Fohkien from Foochow, requested an interview with the Japanese Commander-in-Chief; but General Saigo declined to receive him until the following day, when he could meet him on shore. An interview was held the next morning in the Japanese camp, the General surrounded by a guard of four hundred soldiers and in front of his tent, under the Japanese flag. The Mandarins approached with every sign of diffidence, chin-chinning their politest salutations, which were met by the General with a free European salute, a proffered hand, and an invitation to enter his tent. So far as transpired, the purport of this interview was that the mandarin asserted the claims of China to the whole island o Formosa, and asked the cause of the Japanese Expedition, to which General Saigo replied that any such questions would be fully settled by his Government at Peking with the proper Chinese authorities, but that meantime he had come for a special mission intrusted to his care. No promises or engagements regarding the ultimate course of the Expedition were made, but the result of the interview was most friendly, and a proclamation was issued by the mandarin ordering all Chinese to render every assistance to the Japanese. The two corvettes then saluted the flags of each country, and the Chinese men-of-war at once left the anchorage. The question regarding Chinese opposition was thus readily settled. Had the Chinese wished to oppose the landing they were there in sufficient strength to have taken the whole of the Japanese fleet, together with some 2,000 troops and a large quantity of treasure afloat at the time of the corvette's arrival; but, whatever their object in arriving prepared for action, it is clear they had no intention of fighting.

Meantime the Japanese had met their enemy on shore, and a first skirmish with the savages had occurred. A few young soldiers strayed from the camp unarmed, and were suddenly fired upon from an ambush. One was killed on the spot, the others returned hastily to the camp and called out their comrades to recover the body. It was found decapitated. Some fifty soldiers were called out the next morning and a hundred on the following day; and both parties chased all the savages they could see. These fired so long as a good distance intervened, but fled as soon as the Japanese closed in upon them with their native swords. The Japanese gave no quarter, and during these two days brought back sixteen heads as trophies to the camp. From the evidence of foreigners who have seen fighting in all its aspects, the Japanese dash in these small encounters is admirable. No men could have fought better, their only fault being that all were too eager to be in the front. Before the *Delta* left Liang Kian sixteen tribes out of the eighteen composing the population of that part of Formosa had sent in their submission to General Saigo, and volunteered every assistance towards subduing the remaining two. Of the latter the Bootangs are the acknowledged culprits in the case of most of the atrocities committed upon shipwrecked men; they have become the common enemies of mankind. Up to the 27th of May no advance in force had been undertaken by the Japanese, but plans were being matured for completely surrounding the Bootangs, and the next advices from Formosa will probably bring the result of the intended movement.

The arrival of the Japanese in Formosa has been welcomed by all the so-called Chinese villages in the South, the inhabitants of which are, however, mostly half-castes. They acknowledge no allegiance to China; they receive no protection from China, but exist in a constant state of warfare with the savages, to whom they pay blackmail. One village alone of a thousand inhabitants offered to support as many Japanese soldiers as General Saigo could send to occupy their district and protect them from the constant inroads of the savages.

Up to the time of the *Delta's* departure the Japanese casualties amounted to nine killed and some twenty or thirty wounded; their camp was healthy, only ten being in hospital; but the water was scarce and bad, and the temperature in the shade stood ninety-five deg. Climate will doubtless tell upon the Japanese severely before the summer is over, and the inevitable typhoon will cause much damage to their shipping in the very insecure anchorage they have now got. But we foreigners must acknowledge the energy of those who have undertaken this Expedition, and we should cordially wish them all success. It is true that Formosa may be a good outlet for many turbulent and disaffected subjects; but the cause is one to be taken up by the whole civilised world, whereas so far our only action has been one of obstructive neutrality.

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Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Liverpool, June 12, Chusan; from New York, 10, Benefactor.

At HIOGO.—None.

At SHANGHAI.—From Liverpool, June 6, Deucalion (str.); from , July —, Eliza Shaw.

At FOOCHOW.—From London, June 12, Achilles (str.).

At HONG KONG AND CANTON.—From London, &c., July 30, Patroclus, Everhard.

At SINGAPORE.—From London, June 17, Ambola (str.); 21, Avenir (str.), Alma; 24, Glenroy (str.); from Liverpool, 24, Ajax; from Shields, 16, Nicola; 20, Navigator; 21, Amadine, Cora Linn, Alvestis; from Newcastle, 14, Duchess; 22, Copernicus; 22, Centarina; from Cardiff, 19, Concordia, Jacobine, Ardent; 21, Union, May Queen, Don Quixote; 24, Vice-Admiral Tegethoff; from Sunderland, 19, Havercost, Italia; 20, John George; 21, Index, Winlow; 24, Verena; from Hamburg, 17, Olympia.

At PENANG.—From London, June 14, Avenuir (str.); from Liverpool, 21, Ajax (str.); from Hamburg, 14, Olympia.

At BATAVIA.—From Liverpool, June 11, City of Halifax; from Holland, Celebes; 12, Aria and Betsy; 16, Hampton (str.); from Southampton, July 31, Prinses Amalia.

DEPARTURES.

From YOKOHAMA.—None.

From HIOGO.—For London, May 23, Dorothy.

From SHANGHAI and HANKOW.—For London, May 23, Agamemnon (str.); 29, Glenartney (str.); 31, Glenfalloch (str.), Hong Kong (str.); June 4, Cawdor Castle (str.); 7, Gordon Castle (str.), Ada.

From FOOCHOW.—None.

From HONG KONG and CANTON.—For London, June 6, Osaka.

From SINGAPORE.—For London, June 13, Nizam (str.); 16, Cawdor Castle (str.); 21, Gordon Castle (str.); 22, Nestor (str.); 23, Glenearn (str.), Braemar Castle (str.); 24, Empress; 27, Blair Athol; for Liverpool, 23, Brilliant; 27, Naval Brigade; for Odessa, 22, Russia (str.).

From PENANG.—For London, June 19, Stirlingshire; 25, Aldebaran.

From BANGKOK.—For Europe, May 22, N. Boynton.

From BATAVIA.—For Channel, f.o., June 19, Kishon; for Holland, 7, William Mackinnon; 14, Marie.

VESSELS LOADING.

At HIOGO.—None.

At SHANGHAI.—For London, Achilles (str.), Canton (str.), Lammermuir, Dartmouth, Thermopylæ.

At FOOCHOW.—For London, Achilles (str.), Mongol (str.), Glenearn (str.), Montgomeryshire (str.), Crocus (str.), Sirius (str.), Glaucus (str.), Braemar Castle (str.).

At HONG KONG and CANTON.—For London, Sylvia (str.), Deerhound; for New York, Kate Carnie, Queen of the South.

At SINGAPORE.—For London, Pieve Superiore, Lady Hincks, Nicola Tommasseo, Atma; for Liverpool, Howden; for Channel, f.o., Ulva; for Marseilles, Soro Caino; for New York, John Worster.

At PENANG.—Noue.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—None.

At HIOGO.—There is no vessel on the berth.

At SHANGHAI.—To London, per steamer, £4 per ton of 40ft.; per sailing vessel, expected to open at £3 to £3 10s.

At FOOCHOW.—To London, per steamer, £4 10s. per ton of 40ft.

At HONG KONG AND CANTON.—To London, £3 10s.; to New York, £3 5s. per ton.

At SINGAPORE.—To London, £2 to £2 2s. 6d. dead weight; to New York, £1 tin, £2 10s. dead weight, and £2 15s. light freight.

At PENANG.—To London, big sugar, £3 2s. 6d.; basket do., £3 7s. 6d.; hides, £4 5s.; pepper, £3 12s. 6d.; tin, £2.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
June 2	Odin	Newcastle	Singapore
„ —	Jan Pieterszoon Koen	Amsterdam	Cheribon
„ 3	Hijpatia	Sunderland	Singapore
„ —	Elizabeth Ann	Do.	Do.
„ 4	Peter	Hamburg	Amur River
„ 5	Duchess	North Shields	Singapore
„ 8	Pelikan	Hamburg	Wladevosleih
„ —	Jacobine	Cardiff	Singapore
„ —	Concordia	Do.	Do.
„ —	Thomas	Cronstad	Amur River
„ 10	Courier	Swansea	Hong Kong
„ 11	John George	Sunderland	Singapore
„ —	Alcestes	Shields	Do.
„ —	Copernicus	Newcastle	Order
„ —	Corra Linn	Shields	Singapore
„ 12	Amadina	Do.	Do.
„ —	Index	Sunderland	Singapore
„ —	Navigator	Newcastle	Do.
„ —	Winslow	Sunderland	Do.
„ —	May Queen	Cardiff	Do.
„ —	Verena	Sunderland	Do.
„ —	Don Quixote	Cardiff	Do.
„ —	Gabrielle Alice	Saigon	Rio Janeiro
„ 13	Eastern Chief	Nagasaki	London
„ 14	Lady Elizabeth	Manila	New York
„ 15	Endeavour	Cebu	Do.
„ —	Sumatra	Manila	Do.

SHIPPING POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—July 31, at London, from Foochow, Braemar Castle (str.); at Queenstown, from Akyab, Bolton Abbey; 25, at Genoa, from Manila, Canadienne; 30, off Prawle Point, from Colombo, Conference; Aug. 3, at London, from Akyab, Frida; 1, at Liverpool, from Singapore, Schleswig Bride; at London, from Akyab, Castlemaine; from Colombo, Conference; July 30, off Portland, from Saigon, for Rotterdam, Annie Braginton; Aug. 3, off Deal, from Rangoon, Jane Cowan; July 31, off the Lizard, from Rangoon, for Bremen, Prince Patrick; —, at Queenstown, from Rangoon, Comme Voi; 27, at Bremerhaven, from Maulmain, Loyola; from Rangoon, Tiber; Aug. 1, at Liverpool, from Manila, Haidee; from Rangoon, Northampton; July 25, at Lisbon, from Batavia, Sumatra (str.); 14, at San Francisco, from Zebu, Memnon; —, at New York, from Manila, Belted Will; Aug. 1, at Falmouth, from Colombo, Cresswell; from Rangoon, Professor; at Liverpool, from Rangoon, The Foundling; July 29, at Bremerhaven, from Rangoon, Estrella; 31, at Flushing, from Pentewan, Phemie.

DEPARTURES.—July 31, from London, for Singapore, China, &c., Glenartney (str.); for Colombo, Letty Gales; 20, from Greenock, for Java and Singapore, Hope; 29, from Cardiff, for Galle, Costani; 31, from London, for Colombo, &c., Colombo (str.); Aug. 1, from London, for Cardiff and Hong Kong, Marco Polo; July 31, from Cardiff, for Anjer, Benedicte.

CASUALTIES.—Lisbon, July 30.—Tug returned from Birlings reports that the passengers of the Gordon Castle (str.) were taken off the island on the night of July 28 by the Galeed (str.), bound to Falmouth; took ship's papers with them, including manifest. Lisbon, July 31.—A tele- announces that about 300 packages tea, ex Gordon Castle (str.), damaged by salt water, had been picked up by coastguards. Cascaes, Aug. 3.—Made attempt to raise Gordon Castle (str.) with such pumps as were available. Reduced water 2 feet 8 inches below level outside, but tide filling, overflowed the ship. Confidence is felt that with powerful steam pumps the vessel could be raised at next spring tides. The Gazelle, Lauer, from Java to Falmouth, which arrived at St. Helena, July —, states that she was struck by a heavy sea, during which she lost bulwarks and rail from fore rigging to the quarter deck on port side, and a portion of bulwarks on starboard side; she also had upper seams of the stanchions, covering boards, and waterways started, which caused her to make water; the vessel will remain a few days to repair damages. Advices from St. Helena, July 11, state that the Tennyson, McKinlay, from Batavia to Queenstown, arrived there, 4, leaky.

WOOSUNG, AUG. 3.—The Messageries steamer *Meikong*, with the Shanghai mails of Aug. 2, got aground; expected to come off after discharge.

SPOKEN.—Mary (Dutch ship), Egmont to Samarang, June 13, 2 S., 29 W.; L.N.W.F. (English ship), for Singapore, June 13, 39 N., 16 W.; Gerard Pieter Servatius, Newcastle to Sourabaya, July 27, off the Hook of Holland.

MISCELLANEOUS.—At Port Said, July 27, Prince v. Oranje (str.), from Nieuwe Diep, for Batavia. The Hankow (str.), which put back after being in collision, has nearly completed her discharge; cargo not damaged; will probably be despatched again in ten days.

VESSELS PASSED THE SUEZ CANAL.—July 31, Deucalion, from China, &c., for London; August 2, Muriel, from London, for Singapore, &c.; Sultan, from London, for Colombo; Sirius, from Foochow, for London.

The report of the Peking Hospital for 1873 is a very satisfactory one. The favourable impression produced by the numerous cases of remarkable cures has tended to make the benefits of the hospital more generally known. The entire number of patients prescribed for has been 18,300. There have been four new commemorative tablets erected by grateful patients.

THE QUEEN'S ADVOCATE OF CEYLON.—In our last issue we announced that the Queen had granted the dignity of Knighthood upon Richard Francis Morgan, Esq., Queen's advocate of the Colony of Ceylon. Sir Richard Morgan was admitted an advocate of the Supreme Court of Ceylon in 1846, and in October 1856 became District Judge of Colombo. For a short time in 1857 he acted as Puisne Judge of the Supreme Court of that Colony, and in the same year became acting Queen's Advocate. In November, 1858, he was called to the English Bar, by the Hon. Society of Lincoln's Inn, and in 1860 he became acting senior Puisne Judge of the Supreme Court of Ceylon. In the same year he was appointed District Judge of Colombo, and became acting Queen's Advocate a second time in April, 1861. In the following November he resumed his duties as District Judge of Colombo, and was finally confirmed as Queen's Advocate on the 1st January, 1863, since which date he has held that appointment. It may be mentioned that this is the first instance of the law officer of the Crown in any of our eastern possessions receiving knightly rank, which is mainly conferred upon the Chief Justice or similar judicial functionary.

A PARLIAMENTARY paper, just published, gives the number and value of the Post-office orders issued to seamen at home and foreign ports and paid in the United Kingdom during 1873. Shanghai sent eighteen orders, Hakodadi (Japan) one.

THE French steamer *Sarthe* has just returned from Cochin China. She made the passage from Toulon to Saigon in twenty-eight days, not including detention at ports of call.

THE catalogue of Chinese books in the British Museum, compiled by Mr. Douglas, and printed by Mr. Austin, of Hertford, is making steady progress. About one-third of the work is done; when completed, it will contain as many as 15,000 articles.

THE China Trans-Pacific Steamship Company's steamer *Vancouver* arrived at Hong Kong 31st July from Yokohama and San Francisco. Experienced a typhoon off the coast of Japan.

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BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

Beckett—On the 10th June, at Dunbar, Dickoya, Ceylon, the wife of T. W. Naylor Beckett, of a son.

Cazalas—On the 13th June, at Singapore, the wife of Joseph Cazalas, of a daughter.

Duff—On the 27th July, at Hampden House, the wife of M. E. Grant Duff, M.P., of a son.

Griffith—On the 27th July, at Aden, the wife of Major C. M. Griffith, brigade-major, of a daughter.

McClintock—On the 26th July, at Portsmouth, the wife of Rear-Admiral Sir Leopold McClintock, of a son.

Myburgh—On the 27th July, at 73, Queensborough-terrace, Hyde-park, the wife of Philip Albert Myburgh, barrister-at-law, of a daughter.

Penney—On the 5th June, at Kobe, the wife of G. Penney, of a daughter.

Potter—On the 5th June, at Nagasaki, the wife of F. A. Potter, of a son.

Sidgreaves—On the 10th June, at Singapore, Lady Sidgreaves, of a daughter.

Waite.—On the 24th July, at 41, Gore-road, Victoria-park, London, the wife of T. Waite, P. and O. Co.'s Service, of a son.

MARRIAGES.

Allan—Smith.—On the 29th July, at the parish church of Cathcart, by the Rev. Donald Macleod, B.A., of the Park Parish, one of Her Majesty's chaplains, Francis Walter Allan, Glasgow, to Catherine Hamilton, daughter of the Rev. James Smith, D.D., Minister of Cathcart.

Dyer—Ferguson.—On the 23rd May, at H.B.M.'s Legation, Yokohama, by the Rev. William W. Parry, of, H.M.S. *Iron Duke*, Henry Dyer, C.E., M.A., &c., Principal of the Imperial College of Engineering, Tokei, to Marie Aquart, eldest daughter of D. Ferguson, Glasgow.

DEATHS.

Boys—On the 29th July, at All Saints Vicarage, Clapham, E. H. C. Boys, wife of the Rev. M. Boys, Vicar of All Saints, Clapham, and late Archdeacon of Bombay, aged 46.

Corp—On the 28th July, at Church road, Islington, Sarah Corp, near relative of Mrs. Donald Graham and Becket Creasy, of Galle.

Douglas—On the 17th June, at Hong Kong, Francis Douglas, Superintendent Victoria Gaol, aged 47 years.

Fagg—On the 28th July, at Liverpool, aged 37, Frank Fagg, master mariner, formerly of Manila, and only son of the late Thomas Fagg, of Pontrieux, in Brittany.

Groote—On the 15th June, at the Belgian Legation, Yokohama, Albert De Groote, aged 18 years.

Jennings—On the 19th June, at Gwadur, Beeloochistan, after eight days' sickness, Michael Holder Jennings, of the Indo-European Telegraph Department, and second son of the late William Jennings, of Gloucestershire, aged 41.

Pennock—On the 7th June, at Yokohama, Margaret L. Pennock, wife of Rear-Admiral A. M. Pennock, United States Navy.

Rickett—On the 15th June, at Yokohama, John Cooper, the infant son of John Rickett, jun., aged six months and four days.

Simmonds—On the 21st July, at Shanghai, very suddenly, Lionel Augustus Simmonds, the second son of Mrs. Harriette Simmonds, 50, Abbey-road, St. John's-wood, aged 30 years.

Sturzenegger—On the 5th June, at Deli (Sumatra), Adolf Sturzenegger, of Switzerland, and formerly of Singapore, aged 28 years.

Watkins—On the 27th July, at Thatcham, Berks, John Watkins, F.R.C.S., &c., formerly of Falcon-square, London, aged 68.

Wetmore—On the 19th June, at Yokohama, Mrs. F. R. Wetmore, aged 28 years.

Monetary and Commercial.

A new joint-stock company has been registered, with the title of "The Woosung Road Company (Limited)." The capital is fixed at £100,000, and the company is formed "For the purpose of constructing a line of road, tram or railway, between Shanghai, Woosung, and Pootung, and to aid in the development of undertakings in China." The subscribers (who take twenty-five shares each) are Alexander Matheson, 3, Lombard-street; R. Jardine, 3, Lombard-street; H. B. Gibb, 72, Old Broad-street; J. Macandrew, 3, Lombard-street; H. M. Matheson, 3, Lombard-street; F. B. Johnson, 3, Lombard-street; H. B. T. Farquhar, 9, King William-street; and John Pender, M.P., 18, Arlington-street.

The report of the Merchant Shipping Company (Limited), presented on the 30th inst., recommends a dividend at the rate of 6 per cent. per annum, leaving, after an addition of £16,721 to the insurance account of £5,000 to reserve, a balance of £7,251 to be carried to depreciation account. At the corresponding period of last year the dividend was of similar amount. But for the casualties of that year, which have now been written off, and which have necessitated a replenishing of the insurance account, the directors, it is stated, would have felt justified in recommending an increased distribution.

The directors of the London and County Banking Company have decided on paying a dividend for the half-year ended the 30th of June at the rate of 20 per cent. per annum, carrying forward £29,279. At the corresponding period of last year the dividend was of similar amount, and £20,189 was carried forward.

The bankruptcy of Mr. E. H. Pollard, Q.C., of Hong Kong, which was lately gazetted, has been annulled.

Lord Romilly, as arbitrator in the European Assurance Society case, has made a call of £5 per share on the contributories of the Wellington Reversionary, Annuity, and Life Assurance Society, payable in two instalments—on the 31st of August and the 30th of September next. Interest at the rate of 5 per cent. per annum will be added from the above date until payment.

The failure is announced of Messrs. S. B. Gaskell Brothers, cotton merchants, of Liverpool. According to a statement of their affairs, the liabilities amount to £96,000, of which £70,000 are stated to be secured, and the assets to £24,400.

Mr. S. Appleton, of Liverpool, has devised an Anglo-American Exchange Table which will convert sterling into dollars, currency into gold, and the converse. It will also give the currency rate of exchange, together with the English equivalent for New York prices in stocks, cotton or produce, or *vice versa*. The use of this table will save an immense deal of time and labour, and its accuracy is unquestionable.

The bullion per P. and O. steamer *Geelong*, which left Southampton July 30, was, in gold, to Galle, £3,000; in silver, to Singapore, £3,000; to Shanghai, £4,970; total in gold, £3,000; in silver, £7,670.

Bar Silver has again declined to 58¼d. per oz., and the market cannot be considered firm even at that rate, the demand being comparatively slight. Mexican Dollars are in but little demand for China, and a decline from the price which was obtained for the last arrivals (56¾d. per oz.) may be looked for.

ARTICLES OF IMPORT.

TEA.

The market during the week has not been active, yet a fair amount of business has been done in new season's Teas, two more ships having arrived, whilst the loss of the Gordon Castle with over 2,000,000 lbs. tea on board, made known on the 28th ult., has somewhat strengthened the market for good medium to fine kinds. Superfine Chops meet with a ready sale for export at very full prices. In public sale 19,480 packages have been offered without reserve, the whole of which were sold; a large proportion, consisting of new-make Canton Congous, Scented Capers, and Orange Pekoes. The deliveries for the week as compared with last year are as follows:—

	1874. lbs.	1873. lbs.
Duty paid	1,948,000 ...	1,771,000
Coastwise	555,000 ...	649,000
Exports	523,000 ...	742,000
	3,026,000 ...	3,162,000

Congous.—Red-leaf kinds: Old season's siftings have sold, at public sale, from 4½d. to 4¾d. per lb. Broken leaf kinds show no change. Fair common has sold from 10d. to 11½d. per lb., good common from 1s. to 1s. 0½d. per lb. In fair to good and fine Kaisows there have been but few sales, the supply in first hands being very small, whilst the first of the new season's are hourly expected. Pak Lin kinds: Further arrivals have been placed on the market, but they meet only with a slow sale from 2s. to 2s. 3d. per lb. Black leaf kinds: Old season's have been sold, at public auction, from 10¾d. to 11½d. for fair to good common, and 1s. to 1s. 2½d. for fair to good medium kinds. In new sales have been made in good medium kinds from 1s. 5d. to 1s. 7d. per lb., fine from 1s. 8d. to 1s. 10d., finest from 1s. 11d. to 2s. 4d., and superfine from 2s. 6d. to 3s. per lb., showing but little alteration on last week's prices. New make Canton kinds: Common to fair have sold from 1s. to 1s. 1d., good from 1s. 1½d. to 1s. 3d. per lb. In Souchongs, Oolongs, and Flowery Pekoes business has been very limited, prices showing no material change. Scented Teas: Canton Capers have been sold, at public auction, from 1s. 1d. to 1s. 4d. per lb., being much about previous prices, and leaving heavy losses to importers. Privately they have been difficult to move. Orange Pekoes, Canton kinds: The Macao kinds have been sold to a fair extent at rather lower prices; the long leaf kinds have been dull of sale, several parcels, at public sale, sold from 1s. 2½d. to 1s. 7d. per lb., and fine at 2s. In Foochow kinds, both of Orange Pekoe and Caper, there has been no change to report. Green Teas: The demand continues limited, and business doing is on a very small scale, but prices remain much as before.

Messrs. Goddard and Co.'s Circular says:—Since our last the arrivals have been 5,500,000 lbs., making a total of nearly 15,000,000 lbs. of new season's tea from Canton and Hankow, some of which will have been in transit. Privately the market has shown some steadiness, although the tendency has been in buyers' favour (until the news of the loss of the Gordon Castle), at prices ranging up to 2s. per lb. The finest and choice qualities are not in large supply; the latter are looked at by exporters, and occasionally taken at very high rates, but the demand and the taste is somewhat fitful and uncertain. The dealers still continue to supply themselves very sparingly, whilst importers are fairly firm. Auctions have occurred, but the quantity offering has been small. Old black leaf Congou has been sold "without reserve," at a drop of 1d. to 2½d. from April rates. Scented Teas show no reaction from previous low prices. Green Teas in somewhat better demand. Deliveries from London, from 1st to 27th ult. inclusive, or twenty-three days, 11,509,276 lbs., against twenty-three days, 1873, 11,760,302 lbs. Imports, deliveries, and stocks in London, from 1st Jan. to 30th June:—

Imports.		Deliveries.		Stocks.	
1873.	1874.	1873.	1874.	1873.	1874.
56,107,602	44,551,359	81,478,011	80,275,576	64,128,722	53,573,346

SILK.

There is no change to report in the market; business is confined to the events of the moment, and prices are unaltered. Deliveries are satisfactory, being since the 1st inst.:—3,061 Chinas; 532 Cantons; 729 Japans; and 350 Bengals; total, 4,672 bales.

Coffee.—A good demand has prevailed, and large supplies of Plantation Ceylon have been taken at 6d. advance upon last week's prices, Native Ceylon realising fully previous rates. Closing prices are:—Plantation triage and ordinary, 90s. to 105s.; small to low middling, 110s. to 118s. 6d.; middling to bold, 119s. to 129s.; peaberry, 129s. 6d. to 133s.; Native garblings, 54s.; small to low good ordinary, 85s. to 91s.; fine ordinary to bold, 93s. to 96s.; peaberry, 102s. to 106s. per cwt.

Cocoa-nut Oil.—The demand for Ceylon has slightly improved, and 60 tons have been sold at £35 per ton.

Hemp.—Of 2,100 bales Manila offered, 500 bales sold; mixed, £33; white, £47 to £47 5s. per ton.

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PEPPER.—The public sales have passed off quietly, and holders being firm, the bulk of the supplies was bought in; 1,773 bags Black were catalogued, and about 120 bags sold at 7¼d. for good Singapore and good greyish Alleppy; Penang was retired at 6¾d. White Pepper was also quiet, and 1,036 bags were chiefly bought in; a small quantity of good bright Singapore sold at 9¼d. per lb.

RICE.—The business of the week has been extremely limited in extent. On the spot nothing has been done, an offer of 16,223 packages Japan in auction being bought in at 9s. 6d. to 10s. per cwt. Afloat two cargoes of Rangoon (2,100 tons), now due, have been sold at 9s., and a cargo of Saigon, 680 tons, April sailing, per Charity, at 8s. 9d. Continental terms.

SUGAR.—A quiet tone has again characterised the market, and business has been confined to West Indian kinds.

SPICES.—*Cinnamon:* Of 240 boxes broken China offered 50 boxes sold at 9d. per lb. *Cassia Lignea* in sale went rather dearer; 90 cases good unworked sold at 57s. to 58s.; 100 boxes bought in at 58s. per cwt. *Mace:* Good qualities are in firm request, and steady in value. Ordinary sorts are dull. Of 44 cases Penang offered a few lots sold at 3s. 6d. for good bright, 3s. 2d. to 3s. 3d. for fair; the remainder, consisting chiefly of common red and chips, withdrawn without bids; 1 case Singapore withdrawn. *Nutmegs* are firm, and small supplies at sale brought firm prices; 14 cases Penang sold—fine brown, average 66 nuts to the lb., at 4s. 5d., 75's at 3s. 8d., 80's at 3s. 7d. to 3s. 8d., 116's at 3s. 5d., defective at 1s. 11d. to 2s.; 3 barrels Dutch limed bought in at 1s. 9d., and 1 case shrivelled at 1s. 3d. per lb.

SAGO.—500 bags sold in public sale; fair small, 17s. to 17s. 6d.; good large, 18s. 6d.; and privately 400 bags, at 18s. 6d. per cwt.

TAPIOCA.—Pearl quiet; 309 bags extra large bought in at 22s. to 23s. per cwt.; 309 bags flake sold, dull but bold Singapore at 2d. to 2⅛d., and small at 1¾d. to 1⅞d. per lb.

TIN.—At the periodical sale held at Amsterdam on the 29th inst. 22,058 slabs Banca were offered and sold, opening at fl.55½, closing at fl.57, making an average of fl.56½, equal to £97 laid down here; result being better than anticipated. A slight improvement has since been observable in the market here, and closing quotations are Straits on the spot and afloat £95 to £96, Banca £98, Billiton £94 per ton, showing an advance of 20s. in Straits.

ARTICLES OF EXPORT.

METALS.

IRON.—Welsh: Rails, £7 10s. to £8. Bars, £9 to £10. Staffordshire Best: Bars, £10 15s. to £11 10s.; Nail Rods, £10 15s. to £11 10s.; Hoop, £12 to £13; Sheets, £14 to £16; Scotch Pig, No. 1, £4 15s. to £5 15s.; Swedes, Bars, Hammered, £17 10s. to £18; Swedes, Steel in kegs, ½ and ⅝in., £20.

YELLOW METAL.—Sheets, 4 by 4 ft., 8d.; Sheathing and Rods, 8d. per lb.

TIN.—English Refined, £98. Tin Plates: Charcoal I C, per box, 36s. to 41s.; Coke, 28s. 6d. to 37s.

LEAD.—WB, £22 10s.; do., other brands, £21 5s. to £21 7s. 6d. Spanish soft, ex ship, £20 5s. to £21; Sheet, £22 10s.; Shot (kegs extra), £26; White do., £28 10s. to £29; Red do., £23 15s.

SPELTER.—Silesian, £21 10s. to £22.

QUICKSILVER.—In bottles of 75 lbs. each, £22.

Messrs. French and Smith report:—Iron.—Manufactured, unchanged. Glasgow Pigs have realised higher prices during the week.—Copper.—Advices from Valparaiso up to the 20th inst. state the charters since the 2nd inst. as 3,000 tons, upon which the market drooped, and Chili Bars changed hands at £75 10s. To-day, however, an important business has been transacted up to £77.—Lead steady.—Quicksilver advanced from £19 15s. to £21, at which only a small quantity was obtainable; £22 has to-day been paid.

MANCHESTER GOODS.

A quiet feeling has ruled in the market, and the demand for both Yarns and Goods has been of a limited character; quotations, however, have in most cases remained unaltered, but where any change has occurred buyers have had the advantage. In the lower qualities of goods, where producers have run out of orders, some pressure to sell has been manifested, but for the good and better makes prices are fairly maintained, a considerable part of the production being still well under contract. The same remarks will apply to Yarns.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality...	No. 4.	6	9	12	14	16	17	19
Weight...	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×12½	16×16	16×15
Price.....	5s. 6d. 5s. 9d.	6s. 1½d. 6s. 3d.	6s. 6d. 6s. 7½d.	6s. 10½d. 7s. 0d.	7s. 7½d. 7s. 9d.	8s. 0d. 8s. 1½d.	8s. 3d. 8s. 4½d.	8s. 0d. 8s. 1 d

Width ...	39 in.	..	...	...	...	...	44/45 in.	...
Quality...	No. 21	22	24	26	25	28	31	34
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	12×12
Price.....	9s. 3d. 9s. 4½d.	9s. 6d. 9s. 7½d.	11s. 4½d. —	11s. 4½d. —	10s. 1½d. —	11s. 7½d. 11s. 9d.	6s. 3d. —	7s. 3d. —

Width ...	...	...	...	...	49/50 in.	...	54 in.	60 in.
Quality...	35	36	40	45	46	49	56	59
Weight...	7 0	8 0	9 0	10 0	9 0	10 0	11 0	12 0
Count ...	14×10	14×12½	16×15	16×18	14×13	16×15	16×15	16×15
Price.....	7s. 4½d. —	8s. 3d. 8s. 4½d.	9s. 9d. 9s. 10½d.	12s. 3d. —	10s. 0d. —	11s. 3d. 11s. 4½d.	12s. 6d. 12s. 7½d.	14s. 0d. —

T-CLOTHS.

Width	32 in.	...	...	...	...	36 in	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18
Price	5s. 3d. 5s. 4½d.	5s. 4½d. 5s. 6d.	6s. 1½d. 6s. 4½d.	6s. 3d. 6s. 10½d.	6s. 9d. 7s. 6d.	7s. 9d. 8s. 6d.	8s. 0d. 8s. 9d.

	s. d.		s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop) ...	9 3		—
Maddapollams	3 3		—
Long Cloths	9 1½		—
White Spot Shirtings (nominal)	10 6		—
,, Brocade do.	10 7½		—
,, Damasks do.	18 9		—
Cotton Yarn (Water Twist), Nos. 16-24 China ...	0 11½	to	1 1
,, do. Nos. 28-32	1 0⅞	to	1 2¼
,, do. No. 40 (mock)... ...	1 0¾	to	1 2¼
,, (Mule Twist), No. 40	1 0¾	to	1 2¼
,, do. No. 30	0 10¾	to	1 0¾

NEW YORK MARKET REPORT.—JULY 18.

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COFFEE.—The Brazil market is in a stagnant condition, there being no disposition either to buy or sell. The quietness extends to mild descriptions—although prices are fairly supported. Java remains firm. We quote as follows:—Java (Government bags), 23½c. to 26½c.; Java (mats), 27c. to 28c.; Singapore, 20c. to 21c.; Ceylon, Native, 19c. to 22c.

CORDAGE.—Prices are as follows:—Manila Cordage, sizes above 12-thread, 16c.; do. 6-thread and 9-thread, ¼ in. and 5-16in. diam., 17c.; do. 12-thread, ⅜ in. diam., 16½c.; do. Hay Rope, 16½c.; do. Cordage, Bolt Rope Yarns, 18c.; do. 6-thread and 9-thread, 19c.; Tarred Manila, 15½c.

HEMP.—There is no demand, and the market is very dull.

INDIGO.—The demand continues light. We notice sales of fourteen to fifteen cases Manila at 75c. to 80c., and seven to eight chests Madras at 85c. to 90c., currency.

RICE.—The market is very dull, and prices favour buyers.

SUGAR.—This market is less animated, and prices have receded upon holders showing a disposition to sell.

SPICES.—There is a fair jobbing demand at following quotations:—China Cassia, 23½c. to 24c.; ditto Batavia, 20c. to 25c.; Mace, $1.16 to 1.25.

TIN.—Straits Tin is quoted at 23c. to 23½c., and Banca 26½c.

SILK.—Messrs. O'Donoghue and Co.'s report says:—Since the issue of our last circular the market has continued in much the same state of inactivity as then reported. Prices have gradually drooped on those descriptions of silk which are in largest supply, as Re-reeled Cantons and Haineens. Buyers do not appear to be tempted to enter the market except to cover their most pressing wants, and there is an entire absence of anything like a speculative feeling. Manufacturers complain that fashions are quite adverse to the silk interest, and we notice that the consumption of Raw Silk in this country for the season just closed has been a little over 3,000 bales less than that of the previous season. We commenced this season with an unsold stock of 2,535 bales, consisting of 1,700 Canton re-reels, 760 Chinas, 48 Japans, and 27 Grege, which shows an increase of about 800 bales upon the stock at the same time last year. This stock, taken in connection with the probability that it will shortly be largely supplemented from the new season's silk, and the comparative dulness of general trade, will most likely prevent buyers from anticipating their wants to any extent, and we do not therefore look for any marked improvement in values in the near future.

TEA.—The market, on the whole, has a rather quieter tone. New Japan continues somewhat irregular, with more sellers than buyers. Oolong is quiet, and without movement of note. Some new Formosa is to hand, and sales have been made of about 300 packages. Green is quieter than early in the week, though prices cannot be called any different, as holders are not pressing their goods for sale.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
July24	Othello (st.)	Butler	Colombo, &c.	London
24	Kelso	Dodds	Saigon	Zaandam
	Oracle	Eraquita	Hong Kong	San Francisco
22	City of Foochow	Tait	Java	Greenock
23	Titania	Lemmermann	Sourabaya	Do.
25	Cawdor Castle (s.)	Cowis	Hankow & Singapore	London
25	Alberto	Tederigo	Rangoon	Falmouth
22	Carlisle	Shapcott	Maulmain	Bremerhaven
23	Nanny	Hansson	Akyab	Do.
23	Libertas	Lucovich	Rangoon	Brouwershaven
23	Mohely	Renier	Bangkok	Marseilles
12	Minerva	Howard	Colombo	New York
26	Oceanic	Miller	Akyab	London
	Nicolina	Boero	Rangoon	Queenstown
26	Anna Sophia	Hoekstra	Java	Texel
26	Louise	Bellstedt	Rangoon	Off Beachy Head
25	Aurrera (s.)	Larrinaga	Manila and Singapore	Liverpool
29	Lightning	Cameron	Rangoon	Do.
28	Nizam (s.)	Barlow	China, Singapore, &c.	London
28	Erede	Montobbio	Rangoon	Falmouth
28	Anton Gunther	Kuhn	Saigon, for Bordeaux	Do.
28	Nyassa	Garrick	Bangkok	Off the Lizard
	Bella Gaditana	Brobeck	Maulmain	Queenstown
	Prince Patrick	Wishart	Rangoon	Do.
29	Gancho	Creighton	Yokohama and Hiogo	London
29	Assaye	Ritchie	Rangoon	Do.
28	Madawaska	Smith	Do.	Falmouth
29	Stanfield	Cummings	Java	Do.
29	H.D.J.T. (Swed. brq.)	—	Akyab	Off the Lizard
25	Amaranth	Braeur	Bassein	Hamburg
27	Shakespeare	—	Rangoon	Do.
26	G. Repetto	Carbonne	Do.	Texel
27	August Friedrich	Nielsen	Saigon	Helvoet
27	Felixstowe	Black	Bangkok, for Bremen.	Off Kemperduin
18	Miako		Manila	New York

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DEPARTURES.

Date.	Ship.	Captain.	For	From
July 22	Campsie Glen	Smith	Singapore	Sunderland
25	Antenor (s.)	—	Singapore, China, &c.	Liverpool
22	Bacalod (s.)	—	Manila	Lamlash
27	Hankow (s.)	Symington	Singapore, China, &c.	London
27	Emiliano (s.)	—	Manila	Liverpool
27	Asterhope	Hanion	Singapore	Cardiff
27	Ary Scheffer	—	Batavia	Shields
15	Game Cock	—	Singapore & Hg. Kng.	New York
30	Omba	Thomson	Shanghai	London
30	Velocity	Duncan	Do.	Do.
Jne. 18	Perthshire	Christie	Batavia	Buenos Ayres
15	Antagonist	—	Java	Monte Video
July 17	Sunny Region	Kenney	Anjer	New York

See Shipping Postscript and Correspondents' Letters.

VESSELS PASSED SUEZ CANAL.

Date	Steamer.	From	For
July 26	Navarino	London	Colombo, &c.
27	John Tennant	Do.	Do.
27	Glaucus	Foochow	London
27	Zambesi	Shanghai	Do.
29	Diomed	Liverpool	Singp., China, &c.
29	Bellona	Texel	Batavia
29	John Bramhall	Java	Rotterdam

LOADING.

At London.—Steamers via Suez Canal.—For Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Braemer Castle. For Penang, Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Cawdor Castle. For Singapore, Hong Kong, and Shanghai: Glenfalloch. For Penang, Singapore, Hong Kong, and Shanghai: Hankow, Hong Kong. For Singapore, Batavia, and Cheribon: Banca. For Colombo, &c.: Viceroy, Navarino, Africa.

Sailing Vessels.—For Yokohama and Hiogo: Penrith, Black Prince, Evelyn. For Shanghai: Agnes Muir. For Hong Kong: Windhover, Invincible, Tamesa. For Penang: Glenisla, Ben Nevis. For Singapore: Celaeno, Star of the South. For Colombo: Scawfell, Lile, Conference.

At Liverpool.—For Yokohama: Mora. For Yokohama and Hiogo: Montego. For Penang, Singapore, Hong Kong, and Shanghai: Agamemnon (str.), Ulysses (str.). For Singapore and Manila: Aurrera (str.). For Colombo, &c.: Burmese (str.). For Ceylon, &c.: Alexandra. For Galle: Ellen Munroe, Ragnar. For Batavia: Urania. For Batavia and Sourabaya: Emma and Robert.

At Glasgow.—For Singapore: Brisbane (str.). For Manila and Ilo Ilo: Saleta. For Colombo: Emma Ives.

FREIGHTS AND CHARTERS.

There is a fair amount of tonnage on the berth for Eastern ports, but there is but little business doing. Coal freights have a downward tendency.

Current Rates of Freight for Vessels on the Berth.

Per Steamers via Suez Canal.—To Yokohama: 60s. weight or meast. To Hiogo: 70s. weight or meast. To Nagasaki: 70s. weight or meast. To Shanghai: 45s. weight, 40s. meast. To Hong Kong: 45s. weight, 40s. meast. To Singapore: 40s. meast. To Penang: 45s. weight, 40s. meast. To Colombo: 45s. weight or meast. To Foochow: 85s. meast. To Chefoo: 90s. meast. To Manila: 85s. weight or meast. To Batavia: 50s. meast. To Cheribon: 60s. meast.

Per Sailing Vessels.—To Yokohama: 35s. weight or meast. To Hiogo: 40s. weight or meast. To Shanghai: 32s. 6d. weight, 25s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 25s. weight or meast. To Penang: 30s. weight or meast. To Colombo: 35s. weight, 25s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Singapore: £28, f.c. To Penang: £28, f.c. To Colombo: £26. To Galle: £21.

From Newport, Cardiff, or Swansea, per ton.—To Hong Kong: (small) 32s. To Singapore: 25s. To Galle: 20s. To Manila: 26s. to 28s. To Batavia: 27s. To Colombo: 25s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Galle: 18s. To Singapore: 23s.

CASUALTIES.

The Idella Berry, Berry, which arrived at New York, July 12, from Batavia, reports having encountered very heavy Westerly gales, lasting twenty-two days, off the Cape of Good Hope, during which she split sails, &c., and sprang a leak, which necessitated the constant employment of one pump.

Manila.—(Hong Kong, July 25, 5.10 p.m.)—The Carlicks (? Carricks) (ship), hence to New York, with sugar and hemp, is reported ashore off Catalatass reef, Luzon.

Cascaes, July 28, 5.40 a.m.—The Gordon Castle (s.), from Hong Kong to London, struck on the Birlings, and afterwards ran ashore here; vessel full of water and a total wreck; salvage difficult.

Lisbon, July 28, 9.45 a.m.—The Gordon Castle (s.) has filled with water and settled down in six fathoms; total wreck; weather permitting, some cargo may be saved, but saturated with water.

Lisbon, July 28, 3.50 a.m.—The Gordon Castle (s.), from China to London, with tea, went ashore on the Birlings, but was got off, badly damaged, made for this port, and was run ashore at Cascaes; crew and passengers saved; the steamer and part of the cargo will also be saved.

Lisbon, July 28.—[Another account.]—The Gordon Castle (s.), from Hankow to London, with tea, is ashore Cascaes; steamer and greater part of cargo saveable.

Liverpool, July 29, 2.55 p.m.—1.30 telegram just received from Lisbon, says:—"Fore compartment of Gordon Castle filled immediately on striking Birlings; supposed when she was beached holes made in other compartments; at low tide water flush with rail aft; vessel being stripped and lightened as fast as possible; weather continues fine. A telegram states that engineer is coming out; steam pumps and suction hose had better come also on chance of being available." It is, therefore, contemplated sending from here by to-morrow's steamer Chisholm, two steam pumps and divers.

Genoa, July 25.—Advices from Alexandria, dated July 15, state that the Lidia, Dodero, hence to Singapore, with coal, stranded near Port Said. Attempts made to get her off by the Voltai (French corvette), and the Vittor Pisani (Italian corvette), were at first rendered unsuccessful by a violent N.W. gale, but the vessel was at length got afloat, and towed into port.

London, July 28.—The following has been received from the master of the Hankow (str.), dated off Dover, to-day:—The Hankow (str.) was in collision with the Millbanke (str.), of Sunderland, off the Ness, at 2.15 a.m.; latter vessel sunk; fifteen lives lost. Hankow's stem split open right down—collision bulkhead has saved the vessel; will require to discharge cargo and go into dry dock at once; safety of vessel depending on the collision bulkead holding on.

Blackwall, July 29. [Recd. at 2.55 p.m.]—The Hankow (str.), for China, has put back to the South West India Dock, this morning, with damage to bow by collision with the Millbanke (str.).

MISCELLANEOUS.

At Suez.—July 29, Deucalion (str.), from China, &c., for London.

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THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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Star of the South ...	665	Wright Bros. & Co.	Sept. 5
LIVERPOOL.			
Ulysses, s.s. ...	1,520	Alfred Holt ...	Aug. 8
GLASGOW.			
Normanby, s.s. ...	1,200	T. Skinner & Co.	Aug. —
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Glencarn	100 A1	2,120	330	To follow
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Port.	Ship.	Class.	Dock.	To sail.
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Shanghai ...	Agnes Muir..	AA1	E.I.D.	With des.

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Will be followed by the "Nankin," s.s.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Tuesday, August 4, 1874.

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 571.] LONDON, MONDAY, AUGUST 10, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Aug. 10.
JAPAN—Yokohama	May 1	June 13	June 17
Yedo			
Osaka and Hiogo	April 24	„ 12	„ 14
Hakodadi			
Nagasaki	—		„ 16
CHINA—Peking	—	—	„ 9
Tien-tsin	—	—	„ 11
Chefoo	—	—	„ 12
New-chwang	—		
Hankow	—		„ 16
Kiu-kiang	—	—	„ 16
Chin-kiang			
Shanghai	May 8	„ 19	„ 21
Ningpo	—	—	„ 19
Foochow	„ 8	„ 16	„ 22
Formosa	—	—	„ 20
Amoy	—	—	„ 23
Swatow	—	—	„ 23
Hong Kong	„ 15	„ 22	„ 27
Canton	—	—	„ 25
Macao	—	—	„ 26
PHILIPPINES—			
Manila	„ 8	„ 13	„ 23
COCHIN-CHINA			
Saigon	„ 22	„ 25	July 1
SIAM — Bangkok	—		June 26
BORNEO –			
Labuan	—	—	„ 20
Sarawak	—	—	„ 27
JAVA — Batavia	„ 29	„ 30	July 2
Samarang	—	—	June 20
Sourabaya	—	—	„ 26
MALACCA STRAITS—			
Singapore	„ 29	„ 27	July 6
Penang			
CEYLON—			
Galle	June 19	July 12	„ 13
Colombo	—	—	„ 11

THE MAILS, &c.,

The French mail, with advices dated as above, was delivered, *via* Marseilles, its due date. The next inward (P. and O.) mail, with dates Yokohama, 24th; Shanghai, 29th June; Hong Kong, 4th; Singapore, 12th July, which is due, *via* Brindisi, on Monday next, the 17th inst., left Alexandria yesterday (three days early), and will be delivered on Saturday.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Iraouaddy*, arrived Aug. 8.—From Yokohama: None. From Shanghai: Messrs. Guy Vassar, Erdmann, Burmeister, Konitzsky, Potter, Wright, Caleb. From Hong Kong: Messrs. Wilson, Pearce, Gregor, Savilla, Gibbon, Bassard, Glenat, Mr. and Mrs. Lepissier, Mr. and Mrs. Kyle. From Saigon and Batavia: None. From Singapore: Messrs. Rae, Pedro, Cadet, Gonzales, Verschier, Frolke, Duchen, Vangogh, Voiller, Koppen, Allovis, Fermentins, Mr. and Miss Van Angelbeck, Mr. and Mrs. Butler. From Galle: Messrs. Lebrns, Leeuyer, Carey, Spencer, Lush, Bensley, Edgell, Larkin, Baudry, Raisin, Irvine, Pargot, Mr. and Miss Dick, Mr. and Miss Ruckert.

By last mail to Brindisi, per P. and O. steamer *Simla*, arrived July 31.—From Singapore: Mr. W. G. Gullard. From Ceylon: Mr. Simon. To Venice.—None.

To Southampton, per P. and O. steamer *Zambesi*.—From Shanghai: Mr. W. J. Cargill. From Singapore: Mrs. Brinkman, Mr. Collingham, and two second-class passengers. From Ceylon: Major Rennie, Mrs. and Miss Rennie. To Suez—From Penang: Mr. Van der Erend.

To Southampton, per P. and O. steamer *Lombardy*, arrived Aug. 3.—From Hong Kong: Mr. Thompson, Mr. Broadhead. To Suez—From Yokohama: Mr. Dowson, Mr. Greaves.

PASSENGERS OUTWARD.

Per P. and O. steamer *Geelong*, from Southampton, July 30.—To Yokohama: Mr. H. Blandford, Mr. A. Sutherland. To Hong Kong: Mr. J. Campbell, Mrs. Campbell, and one second-class passenger. To Singapore: Mrs. M. C. Evans. To Ceylon: Mrs. L. Pieris and servant.

Per P. and O. steamer *Simla*, from Venice, Aug. 7.—To Shanghai: Mr. J. A. Spoor.

Per P. and O. steamer *Mongolia*, from Southampton Aug. 13.—To Hong Kong: Col. Bazano. To Singapore: Mr. J. Y. Kenneday. To Ceylon: Mrs. Bragin. To Yokohama: Mr. Nisimura.

Per P. and O. steamer *Nizam*, from Southampton, Aug. 20.—To Shanghai: Six gentlemen.

Per P. and O. steamer *Khiva*, from Southampton, Aug. 27.—To Hong Kong: Miss Neale and servant. To Ceylon: Mr. C. J. D. A. Cole. To Hong Kong: Mr. Albert Leigh.

Per P. and O. steamer from Southampton, Sept. 10.—To Hong Kong: Mr. Legge. To Singapore: Mr. J. W. Withan. To Ceylon: Mr. R. W. D. Moir, Mr. Dashwood.

Per P. and O. steamer from Southampton, Sept. 24.—To Ceylon: Mr. E. A. Marras.

Per French steamer *Ava*, Aug. 16 (booked from London).—To Hong Kong: Mr Smith. To Shanghai. Mr. Davey. To Singapore: Mr. and Mrs. Genu and child, Mr. Pedro Torra, Mr. Marsh.

Per French steamer *Iraouaddy*, Aug. 30 (booked from London).—To Yokohama: Mr. and Mrs. O. Voigh. To Galle: Mr. Ridley.

Per French steamer *Hooghly*, Sept. 13 (booked from London).—To Shanghai: Mr. and Mrs. Hall. To Hong Kong: Mr. Hulse, Mr. Pearson, Mr. W. Wilson.

Per French steamer *Peiho*, Sept. 27 (booked from London).—To Hong Kong: Mrs. Deane, Miss Deane. To Batavia: Mr. Fraser, Mr. and Mrs. Oosteron and two children, Mr. and Mrs. van der Leuw.

Per French steamer *Meikong*, Oct. 11 (booked from London).—To Galle: Mr. Karslake.

Summary of News from the Far East.

JAPAN.

Our advices from the Japan ports by the present mail are of no later date than those received by Pacific mail on the 3rd inst., and published in our last issue. The steamer *Altona* arrived at San Francisco on the 28th ult., bringing Yokohama dates to the 4th ult. The subjoined summary of news has been telegraphed to the *New York Press*:—

The news from Formosa is to the effect that the Japanese are driving the Aboriginese from the coast. The Japanese war vessels were still on the coast of Formosa. The tribes have come to terms with Japan, and accepted the flag of that country. The comet had been observed from Japan, and was looked upon by the natives as a favourable omen in connection with the war.

The Japanese steamer *Tai Omiru* was lost on the 15th of June, on the west coast. Twenty-seven lives were lost.

A Greek church has been opened by the Russian missionaries at Hakodadi.

CHINA.

KIUKIANG.

A correspondent of the *North China Herald* writes as follows:—

In your last letter from this port some remarks were passed on the indifference shown for the import trade of Kiukiang; but just as little attention appears to be given by your Shanghai Chaaszes to the export trade in tea; for, instead of buying at this port, they seem to prefer paying much higher prices at Hankow for the same leaf offered here at reasonable rates. May they reap the profits they deserve! There is abundant proof that the Kiangsi dealers were most anxious to sell at Kiukiang, could they have found purchasers, as they had paid such high prices inland that a reasonable offer would have been willingly accepted; but as there were no Chaaszes to make offers, they sent their produce to Hankow, where, to their glee, they found numerous asinine speculators willing to pay from Tls. 10 to 11 a picul more than was asked for the tea at Kiukiang.

The U.S.S. *Ashuelot* made a brief stay here last week. Rumours were current that she was going to Ichang, but whether in connection with the future opening of that port it is impossible to say. It would really seem of little use opening more ports when the old ones are abandoned. The great cry of the merchant has been to get nearer the producing districts, and to open up a field for our imports. Now steamers could hardly get nearer the tea districts of Fychow, Moyune, Ningchow, and Hankow than Kiukiang is situated; yet, as has been observed, tea-tasters prefer going to a dearer market than *making* one at

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the nearest port to the producing districts. And as regards imports, there can scarcely be a better field than Kiangsi if properly worked. The water communication is not inferior to the Grand Canal districts which consume such vast amounts of cotton. All we need here is more foreign capital and energy.

The China Merchants S.N. Company have stationed a hulk at this port, to facilitate the landing and shipment of cargo. Their vessels seem to get full cargoes, and the low rates of freight at which they carry goods is certain to develop trade in bulky and coarse merchandise, which has hitherto gone in junks, owing to heavy freights.

The Roman Catholics have had a disturbance at An-jen-hsien, in the department of Jao-chow, in which a chapel was burned and some converts lost their lives. It is said that the Bishop at once addressed the Footai, who seemed incensed at the liberty taken, and referred the writer to the Kiukiang Taotai. One would imagine a Bishop or any other foreigner had perfect right to address a governor in cases of great emergency; and in the present case we conclude that the Bishop must have couched his letter in terms of equality—which an official of the rank of Footai would not tolerate—to have met with such a rebuff. The officials look upon a bishop as merely one of the gentry; and in spite of the official pretensions a bishop often assumes, he will never be recognised as holding a higher position. The feeling against the Catholics seems very strong in this province.

The weather is very warm, but the river is so low that we hope to escape a flood this year.

SHANGHAI.

The present mail brings advices from this port to the 21st June; the French mail from London May 8 arrived out on the 19th June. The following summary of news is from the *North China Herald*:—

In the Supreme Court on the 17th June the Chief Judge gave judgment in the cause the Shanghai Race Club *v.* the Shanghai Cricket Club. The judgment occupied over an hour and a half in delivery. His lordship first dealt with the preliminary objections raised by counsel for defendants. Considering that there were no special rules applicable to the case in the Supreme Court Procedure, he had to fall back, not upon the technical procedure of the Court of Chancery in England, but upon a course of proceeding which would be most in accordance with the practice of an Equity Court situated as the Supreme Court (sitting as a Court of Equity) is situated, and most likely to enable substantial justice to be done between the parties. Passing next to the facts, he reviewed the connection of the institutions involved—the Recreation Fund, Race Club, Race Course and Cricket Club, first giving the undisputed facts and then the versions put forward by the Race Club and Recreation Fund. After examining the ground upon which plaintiffs based their claims for perpetual injunction and upon which that application was resisted by the defendants, his Lordship went on to consider which was the more probable of the two statements of facts and the most conclusive of the two sets of arguments. His conclusion here was that the only facts consistent with truth, with the objects the respective parties had in view, and with their acts as disclosed by the evidence, were that the Race Club purposely burdened the land with the obligation not to build, and that the Recreation Fund Trustees knowingly bought it with the burden upon it.

He then went into the question (1) of who sold the land to the Fund and of whom they bought it; (2) the double payment for the thirty *mow*; and (3) the circumstances under which the Cricket Club asked for and obtained permission to erect first a matshed and then a pavilion on the ground leased by them from the Recreation Fund. From an analysis of documents, minutes of meetings, reports and other evidence, his Lordship came to the conclusion on the first point that the Recreation Fund bought from the Chinese, remarking that the Race Club could have had no object in buying and selling the land at one and the same moment, unless to free it of an obligation which they had so shortly before taken much trouble to impose. On the second point he found that the weight of evidence was entirely against the assertion of a double payment—the main objection being that the land was originally supposed to measure 466 mow, while the Recreation Fund only bought 430, though they founded the assertion on the nature of their boundaries. On the third point he again reviewed the letters and other documentary evidence adversely to the defendants. His Lordship alluded to the argument of the "deliberate and tremendous fraud" upon the Chinese, and showed that the trustees did at the time entertain the intention upon which their counsel now based it—to preserve the land solely for recreation and never to build. He then referred to the law as summarised by Dart, and concluded by saying that he had not only taken a legal view of the rights and obligations of all parties, but he had taken that also which accorded with truth, with proof, with justice, and above all with honour. The Cricket Club having failed to disburden themselves of the obligation in equity attaching to the land which their lessors purchased, he had no alternative but to grant the perpetual injunction prayed for, with costs.—The verdict was received with applause by a large number of the public who had assembled in court.

There are rumours of an intention to appeal, but we have not heard that notice has been given. The decision is in thorough accordance with the popular view of the question, and had public opinion been consulted the case would never have gone into court. Public feeling was adverse to the litigation in principle, and adverse to the waste of money entailed. We sincerely trust we have now heard the last of it, for any proposal to appeal would, we are sure, be heard with still greater regret.

A meeting of intending shareholders in the North-China Insurance Company was held on the 16th June. The Chairman, Mr. Lavers, explained that the term of the present company expires on the 31st December next, so it was necessary to set about reconstitution. The character of the business had altered of late. The company had now always large lines on a number of ocean steamers leaving all together at the beginning of the season; and this necessitated a larger capital. It was proposed to raise the capital to Tls. 2,000,000, of which Tls. 600,000 shall be paid up. There was a chance, also, of obtaining an order in Council extending the provisions of the Joint-Stock Companies' Act to Shanghai, and thereby enabling them to register as a company, limited or unlimited. It would be necessary to insert in the new deed a clause enabling the company to take advantage of that order if it be promulgated. Mr. Drummond explained at considerable length the disabilities under which companies here, being merely big partnerships, labour; and the difference between limited and unlimited companies.

After a good deal of desultory conversation a resolution in favour of reconstituting the company, proposed by the chairman and seconded by Mr. Wood, was carried:—

That a company, to be called "the North China Insurance Company," shall be formed for a further period of three years, commencing on the 1st day of January, 1875, and terminating on the 31st day of December, 1877.

The following resolution, proposed by Mr. Francis, and seconded by Mr. Purdon, was also carried:—

That the present Court of Directors be elected to act as a provisional committee, with power to add to their number, for the purpose of drawing up a prospectus, receiving applications for and allotting the shares.

Considerable discussion followed as to the desirability of limiting or unlimiting the future company, if it should be registered. It was decided to put off the question for further consideration.

The Registration section of the Order in Council is being carried out, we hear, with all strictness. A fresh batch of over sixty summonses have been applied for; and those to be favoured with this courteous official recognition include, we are told, many who have recently arrived in Shanghai from trips home or as new residents. The first paragraph of section 114 requires residents to register themselves in the month of January of each year; the second ordains that "every British subject * * shall, within one month after his or her arrival, register himself or herself, * * but that no such person shall be required to register himself or herself more than once in any year, reckoned from the 1st day of January."

The first number of a new Chinese newspaper was published on the 16th June. We should more readily welcome this addition to the native press if it had been started more independently. The general impression is that the Che-hsien and his countrymen are launching it in opposition to the *Shunpao*, on account of the tone taken by the latter regarding the Yang Yeh-liu case. However, it is satisfactory in any case to find that the press is enough appreciated by the Chinese to induce them to start a purely Chinese paper.

Minutes of the two first meetings of the Committee of the Chinese Reading-room have been issued. Several names have been added to the list of members, and the scheme has met, thus far, with fair support. We doubt, however, whether the Committee are not rather sanguine in thinking of buying land and building a house at a cost of Tls. 2,500. The first Tls. 1,000 is proverbially the easiest to collect, and this amount seems to have been pretty readily obtained among foreigners. It remains to be seen how the Chinese list will compare. We are glad to learn that the Taoutai has given the liberal sum of Tls. 200 towards the funds for the institution.

A proclamation has been issued by the Chefoo Taoutai, in regard to the Che-meh riot, and bonds have been entered into by the villagers to keep the peace and to refund the value of Mr. Corbett's property. The proclamation seems a sensible one. An address of thanks has been presented to Mr. Sheppard by certain of his countrymen in Chefoo and the neighbourhood for the firmness and discretion he has shown in pushing through the case.

A meeting of the Asiatic Society has been held, to hear a paper by Mr. E. C. Taintor on "The Aborigines of Northern Formosa." All that relates to the island and its aboriginal inhabitants having a special interest under existing circumstances, the meeting was well attended. Mr. Taintor illustrated his subject by the exhibition of articles of savage manufacture and use.

The report presented at a meeting of the Working Committee of the Sailors' Home discloses an unsatisfactory financial position. Only 189 men entered the Home during the six months ended

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31st March last, against 336 during the corresponding period of 1872-3. The result has been that the receipts have not sufficed to cover working expenses, and the Superintendent asks to be recouped $1,341 which he is out of pocket. A reduction in the staff was decided on, and another meeting is to be held in July, to see how the home has gone on during the succeeding three months.

The Municipal Council have refused an application from a Chinese family for permission to perform certain noisy funeral ceremonies at midnight, in terms that have given general satisfaction. We believe in giving the Chinese reasonable license to follow their ways and customs, but we could never see that firing crackers at midnight was a necessity, and we are glad to find the present Council intend firmly to stop the practice.

HONG KONG.

Our advices by the present mail extend to the 27th June; the P. and O. mail from London May 15 was received on the 22nd June. We take the following items of news from the *Daily Press*:—

With reference to the Japanese expedition to Formosa a correspondent writes under date Takow, 20th June, as follows:—

The Japanese have made considerable progress at Langkiaou, and now seem inclined to rest on their oars for a time. Of the eighteen tribes or villages between Langkiaou and the south point sixteen have come to some terms, and have been given each a Japanese flag with an inscription saying that they are friendly and are not to be molested. The villages of the Bawtans are held by the Japanese. The Bawtans themselves have disappeared entirely, and it is not known what has become of them. The Japanese have occupied Hongkang, the next Chinese village north of Langkiaou, and distant from it about five or six miles. Hongkang is like Langkiaou, a detached village not under regular Chinese Government, and without safe land communication with the north. The inhabitants sent to ask the Japanese to come and protect them against the savages, and offered to find food for the detachment which should take care of them. A camp has been formed on the east coast about opposite to Langkiaou. The island is only eight or nine miles broad there, and the men marched to the spot overland. A very small Chinese village at the extreme south of the island has been occupied. The *Delta* has lately returned with a large quantity of stores from Nagasaki, but with no more troops.

Two Chinese of rank named Shin and Pan, with Messrs. P. Giquel and Segonzac, have just arrived at Taiwanfoo. Shin bears the rank of *Chin-chai*, or Imperial Commissioner, and was formerly connected with the Arsenal at Foochow. These two Chinese officials are said to have been sent to inspect certain fortifications. It was generally understood that they were coming to treat with the Japanese, and very probably they have their credentials in their pockets, to be used as circumstances should require. There is a general opinion that the Japanese do not intend quietly to give up the land they have occupied. This, however, is only conjecture, as they have not announced their intentions in any way. It is said that they will be willing to retire when they have settled accounts with the savages, if the Chinese will pay the expenses of the expedition. Whether the Chinese will agree to those terms or not is beyond even the limits of guessing. The Japanese ought to be delighted to get away on such conditions. The land must be perfectly worthless to them. What can the value be of a few square miles of hilly ground with the valleys already occupied, and no decent harbour? To retire without incurring any expense would, after having effected the punishment of the savages, be a most successful termination to a successful undertaking.

It will be observed from the above letter that Mr. P. Giquel, formerly of the Foochow Arsenal, has accompanied the two Chinese Commissioners who have proceeded to that place in reference to the war between Formosa and Japan. The object of the Chinese Commissioners' visits is variously stated as being to inspect certain fortifications and to negotiate with the Japanese Commander-in-Chief. It is hardly necessary to point out that these two objects are widely different in their character, and (what is immediately to the point to which we desire to draw attention) in their bearing upon Mr. Giquel's position in accompanying the mission. If the Chinese officials are mere Commissioners for a civil purpose, there is no absolutely legal objection to his position—although even in this case there are some very grave reasons to object to it upon general grounds—but if it be the fact that the object of the Commissioners is in any way of a warlike character, then Mr. Giquel's mixing up in the affair is a distinct breach of neutrality, and ought to be objected to by his Government. The position which the so-called Commissioners occupy, that of Chin-chai, would be more properly described as that of Ambassadors—the term being the same as that which is applied to the Foreign Ministers at Peking; and if this is their position it is open to grave question how far they ought to be assisted by a foreigner. The scientific knowledge which a skilled European can bring into play in regard to the best mode of taking fortresses and the like matters may be quite sufficient to turn the scale in a war between two such nations as China and Japan; and it is, therefore, somewhat extraordinary to see Mr. Giquel giving his aid to the Chinese under the existing circumstances. It is indeed very unfortunate that we have arrived at a period of our relations with China when Europeans are somehow found mixing up in a very undesirable manner in political affairs.

The *Foochow Herald* of the 18th June states that Shun-paou-chen, the Chinese official authorised by the Peking Government to negotiate with the Japanese Commander-in-Chief with a view to inducing him to withdraw the troops from Formosa, had taken his departure. The above paper also says that the Japanese forces are much superior in discipline to the Chinese.

The case of Howard *v.* Curtis has been tried in the Supreme Court before Chief Justice Smale and a special jury. It was an action brought by Mr. Thomas Howard, merchant, Hong Kong, against Mr. Curtis, proprietor of the *Hong Kong Times*, for damages alleged to have been sustained by plaintiff by the publication of a communication in that paper on the 7th of April last.

The Attorney-General, in the course of his opening statement, said that although the plaintiff claimed damages to the amount of $20,000, he did not expect the jury would give a verdict for that amount; but he hoped they should receive at their hands such a verdict as would justify the action plaintiff had taken, and would deter defendant and others similarly situated from publishing communications reflecting on the good name of anyone.

Mr. Howard was then called, and gave an outline of his connection with the Hong Kong, Singapore, and Borneo Company. In the course of his evidence he said, that when projecting the company he valued the good-will and property at $45,000. Upon this his lordship asked if witness, who was both a buyer and a seller, meant to say he valued it himself, and he said he did. His lordship then remarked that it was a most illegal proceeding, and that that was the way so may joint-stock companies were got up and ruined. Some sharp firing ensued between the bench and bar upon the point, the counsel for plaintiff stating that such a question had nothing to do with the case, and that whether plaintiff had acted properly or improperly in that instance, was really outside the matter altogether. Subsequently his lordship said that plaintiff had always borne an excellent character, and that he did not blame him for doing what he had done, for hundreds of others had done the same, but such an inequitable proceeding, coming under his (his lordship's) notice, he could not let it pass without remark.

Mr. Kingsmill having addressed the jury in mitigation, said that if it met with his lordship's view he would consent to a verdict for plaintiff, and suggested that the damages should be fixed as low as possible. His lordship having assented, a verdict for $25 damages and costs was agreed to.

The case of A. Heard and Co. *v.* Thompson has also been heard. The action was brought against the captain of the steamship *Dana* for compensation for injuries done to a buoy in the harbour, which had been placed there by the plaintiffs. After hearing the evidence on both sides his Lordship said it was evident that the anchors had been dragged by the *Dana*, and he gave a verdict therefore for $170.

The weather has been stormy, and some heavy squalls have been experienced, as broken windows and shutters in various parts of the city testify. In many European houses there are also broken windows, through the carelessness of servants not properly fastening them. In Wyndham-street, close to Peddar's Hill steps, a large tree has been toppled over the bank by the force of a squall, and some damage has been caused to palings in College pathway. A large boat was capsized near the Police-chop, but by the timely aid of the police all the crew were saved.

The British steamship *Amoy*, which had left this port for Melbourne, put back from Foochow in consequence of a stabbing case which occurred twenty-one miles distant. A fireman named Chun-a-loi stabbed another named Ho-a-sing in the chest with a knife.

Mr. Mitchell, the Postmaster-General, has left by the P. and O. steamer *Behar*, for Yokohama, on a tour of inspection to the ports. He will visit, in addition, Hiogo, Nagasaki, Shanghai, Hankow, Ningpo, Foochow, Amoy, and Swatow. He will probably return to Hong Kong about the end of July.

Mr. J. Simpson retires from the Post-office service on the pension recently granted to him. We understand that he has some hope of obtaining an appointment under the Japanese Government.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 6th July; no later mail from London had been received. The following summary of news is from the *Straits Times*:—

A curious fact has been brought to our notice with respect to the rewards given to informers under the Gaming Houses Ordinance,—the share usually given being one half the fines inflicted. We erroneously supposed that the provision as to reward extended only to the actual raids on the gambling establishments, and that if unsuccessful and no prisoners were taken the informers would have nothing to get. It appears, however, that it is sometimes more profitable to the informers should no prisoners be taken, as then the owner is usually proceeded against, perhaps fined heavily, and half the fine given to the persons who gave the information against the house, in compensation for having got nothing in the first instance. No information is laid against the owner, he being usually easily traced and served with a summons, and we are surprised to hear that in one case recently, where the police arrested no gamblers in the first instance, half of the $1,000 levied on the unfortunate owner was handed over to the informer; and

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though the house-owner in question has petitioned Government for a remission of the fine, it is very doubtful if, even in the event of a favourable reply from the Governor, he would ever be able to get his money back. Under an arrangement so favourable to informers, it may be questioned whether they will trouble themselves much to secure the arrest of the real offenders, the gamblers themselves, or tax their ingenuity to discover the actual keepers of the establishment, their pecuniary interest naturally lying in the opposite direction. If it be true that members of the police force in some cases reap the benefit of handsome rewards like this for giving information which it was their bounden duty to give, and are better paid through not arresting the actual offenders than if they had done their duty, then a great public scandal has arisen which calls for immediate action on the part of the Government and the police authorities.

The judgment given by the Chief Justice in the appeal of Hadji Arshad against the decision of Captain Walshe, police magistrate, coincides with our own views on the injustice of the Gaming Houses Ordinance. The decided opinion given by the Chief Justice against this law will no doubt operate to produce its speedy amendment, lest its continued administration produce a greater catastrophe than the mere reversal of a magistrate's decision. In the case under notice there was nothing to show collusion on the part of the owner with the acts of his tenant—his collector did not even go to the premises for the rent, that being paid at the place of business of an agent of the absent tenant—and yet he was mulcted in the heavy sum of $1,000, for which the only satisfaction provided him by the law is the ejectment of his tenant, after the magistrate shall have "declared" it a gaming house.

A few nights since a detective police officer observed a Chinaman offering some coffee for sale at the Kling eating houses in South Bridge-road, at the very low price of fifteen cents per catty, and on questioning him as to how he got possession of it, deemed it advisable to take him into custody. The coolie protested that he had only taken the coffee from his friend's godown, but further inquiry elicited the fact that the prisoner had previously disposed of several other small parcels in the same way, amounting in the aggregate to thirty or forty catties, all of which was taken to the Central Police-station. The coffee is of excellent quality, and has probably been pilfered from a godown. Perhaps an inspection of some of our merchants' stocks might reveal the loss of a much larger quantity.

The following were the resolutions passed at the annual general meeting of the Singapore Exchange, held at the Exchange Room on the 29th June. Proposed by H. Buchanan, Esq., seconded by W. Allen, Esq., "That the accounts of last year be approved and passed." Carried *nem. con.* Proposed by H. Wood, Esq., seconded by R. I. Harper, Esq., "That the telegram from Saigon for the departure of the homeward French mail be resumed." Carried. Proposed by J. B. Caldbeck, Esq., and seconded by the Hon. W. R. Scott, "That the thanks of the meeting be given to Mr. Brasier for his kindness in furnishing telegraphic information of the departure of the French mails."

The fourth of July being the ninety-eighth anniversary of the Declaration of Independence by the United States of America, the American vessels in harbour dressed ship in honour of the occasion, and the U.S. Consul entertained a number of his countrymen and the residents at tiffin at the Hotel d'Europe.

Commercial Report.

(For dates see first page.)

EXPORTS.

TEA.

HANKOW.—Messrs. Drysdale, Ringer, and Co.'s Report, dated 16th June, says:—Settlements of Tea since 9th inst., the date of our last, although showing a considerable falling off as compared with the previous week, have still been rather large, amounting in all to 23,151 chests, 46,575 half-chests, and 4,042 boxes, particulars of same being, 1,799 half-chests, at 2s. 9d. to 2s. 11d. per lb.; 2,541 half-chests, 603 boxes, at 2s. 5¾d. to 2s. 8¾d.; 3,114 half-chests, at 2s. 2½d. to 2s. 5½d.; 6,067 half-chests, 934 boxes, at 1s. 11½d. to 2s. 1¼d.; 2,853 chests, 15,853 half-chests, 225 boxes, at 1s. 8¼d. to 1s. 11¼d.; 15,295 chests, 11,769 half-chests, 2,000 boxes, at 1s. 5d. to 1s. 8d.; 5,003 chests, 5,432 half-chests, 280 boxes, at 1s. 2d. to 1s. 4¾d. The above settlements still show a high range of price, seeing that we are now getting towards the end of the first crop. The last day or two there has been better value obtained in Teas ranging from Tls. 20 to 25, but we do not think these kinds up to the average of last year, and they will require a good market to bring them out. Some better parcels of Ningchow have again found buyers from Tls. 40 to 48, second quality realising Tls. 31 to 36. The best value for this kind has been obtained in the lower grades, which have ranged from Tls. 23½ to 29. Good Hohows have sold up to Tls. 29, common selling at Tls. 19 to 20 per picul. Hankow Teas have ranged from Tls. 15 to 29, one or two parcels realising up to Tls. 33. For the various districts prices paid are:—Oonfars, Tls. 20½ to 28.10 per picul; Cheong-sow-kais, Tls. 20½ to 29½; Soong-yong, Tls. 21½ to 29; Toong-shans, Tls. 18 to 27½; Young-low-toongs, Tls. 24 to 26; Low-yongs, Ping-kongs, Wun-kais, &c., Tls. 17 to 23; Lee-lings, Tls. 15½ to 29¾; Ko-kew and Nip-car-sees, Tls. 15 to 18½; Shun-tam, Tls. 15.

SHANGHAI.—There had been a considerable business done in Black Tea during the week. In some cases prices had been slightly under those of last mail, but the market was firm at the close, and no general decline was quoted. Hohows and Ningchows had been most in request, the stock still affording but a poor selection of Hankow Teas. Settlements for the week, 20,069 chests; Re-shipments, 3,567 chests; Total, 23,636 chests; Stock, 27,200 chests.

FOOCHOW.—Messrs. Westall, Galton and Co.'s Weekly Letter says:—A large business has been passing in this market since the opening, and prices for all kinds, excepting good medium and fine Congous, have been well supported. The first crop is expected to be short of last year. Arrivals and settlements for the week are:—Congous: Arrivals, 49,300 chests; Settlements, 85,703. Souchong: Arrivals, 4,800 chests; Settlements, 1,300 chests. Oolong: Arrivals, 8,130 half-chests; Settlements, 1,078 half-chests. Flowery Pekoes: Arrivals, 1,700 chests; Settlements, 732 chests. Scented Teas: Arrivals, 7,000 boxes; Settlements, 8,100 boxes. Congous: Buyers havs operated freely, the good medium and fine grades are cheaper, but the common and low kinds have been eagerly taken by Australian buyers, good flavoury dust bringing Tls 9 to 9½ short; the market closes steady. Souchong: A few chops of choice have been taken at 2 Taels over last year's rates; with few exceptions the crop is poor. Oolongs: The settlements made are at rates about on a par with opening prices. Flowery Pekoes: Some 700 chests have found buyers; prices are fully up to last year. Scented Teas are in good demand, and fine parcels have realised extreme rates; most of the Teas are still very deficient in scent. The Export to Great Britain, the Continent of Europe, and the Cape of Good Hope is 8,230,396 lbs., against nil. To America, nil., against nil. To the Colonies, 496,860 lbs., against nil. Freights: To London:—£4 per ton for steamers. No sailing vessels on the berth. Exchange: On Lond on six months' sight, credits, 4s. 4½d. On Hong Kong, fifteen days' sig ht private, ⅞ to 1 per cent. disco unt. On Shanghai, Tls 72½ to 73 pe $100.

EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales and Cases.
From June 1, 1874, to June 19, 1874	15685181	162410	—	4931636	20834627	380
From June 1, 1873, to June 19, 1874	11504687	—	—	3917370	15422057	704

Shipments since last report, and included in above total:—

May 29 per Glenartney (str.)	From Shanghai, &c.	... 2262806		
— 30 ... Nizam (str.)	... Do.	... 795573	252	
— 31 ... Glenfalloch (str.)	... Do.	... 2303232		
— 31 ... Hong Kong (str.)	... Do.	... 2060164		
June 4 ... Cawdor Castle (str.)	... Do.	... 2426813		
— 6 ... Nestor (str.)	... Do.	... 1176141		
— 7 ... Gordon Castle (str.)	... Do.	... 2083838		
— 7 ... Ada	... Do.	... 988129		
— 7 ... Ava (str.)	... Do.	... 228072	128	

TO THE CONTINENT.

		Bales.
From June 1, 1874, to June 19, 1874	2335009	284
Do. do. 1873, to June 19, 1874	2012849	167

Shipments since last report, and included in above total:—

May 30 per Russia (str.)	From Hankow	... 2200682
June 6 ... Nestor (str.)	... Do.	... 127466
— 6 ... Nizam (str.)	... Do.	... 6273
— 13 ... Ava (str.)	... Canton	... 588

TO UNITED STATES OF AMERICA.

		Bls. & Cases.
From June 1, 1874, to June 19, 1874	694902	—
Do. do. 1873, to June 19, 1874	242661	169

Shipments since last report, and included in above total:—

May 23 per Great Republic	From Yokohama	... 11604
June 6 ... Nizam (str.)	... Foochow	... 55842
— 10 ... China (str.)	... Canton	... 109350
— 16 ... Granada (str.)	... Do.	... 79073
— 17 ... Vasco de Gama (str.)	... Do.	... 387050
— 17 ... Windward (str.)	... Do.	... 36876

TO AUSTRALIA.

From June 1, 1874, to June 19, 1874	21000
Do. do. 1873, to June 19, 1874	317156

Shipments since, and included in above total:—

June 6 per Nizam (str.)	From Canton	... 21000

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	...*	1863 to 1864	117,463,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,313
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,042	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,262	57,263
1862 to 1863	121,273,580	72,887	1873 to 1874	144,588,620	47,373

* Including the Continent.

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EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 4d.	4s. 4¼d.	4s. 4½d.
Shanghai „	5s. 11¼d.	5s. 11½d.	5s. 11¾d.
Canton „ ... } Hong Kong „ ... } Macao „ ... }	4s. 3¼d.	4s. 3⅝d.	4s. 3¾d.
Singapore „	4s. 3¼d.	4s. 3⅝d.	4s. 4d.
Manila „	4s. 1¾d. to 4s. 1½d.	4s. 2¼d. to 4s. 1¾d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
illson India	Rs. 309½	226
„ Hong Kong	27 to 27½ dis.	—
Bar silver	Tls. 111.4.0	9 prem.
Mexican dollars	„ 72.9.0	2 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 26 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 38 per cent. discount.
China Traders' Insurance Company, $700 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 19 per cent. premium.
Hong Kong Fire Insurance Company, $295 prem.
Union Insurance Society (new shares) $60 premium.
China and Japan Marine Insurance Company, Tls. 100 per share.
China Fire Insurance Company, $34 premium.
Victoria Fire Insurance Company, $24 premium
Indo-Chinese Sugar Company, $93 dis.
Shanghai Steam Navigation Company, 3 per cent. prem.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9d., at Hong Kong 4s. 2¼d.

NEW SEASON'S TEAS.

The arrivals are reported of the steamers *Mongol*, from Foochow, with 2,245,160 lbs., and the *Nestor*, from Canton, with 1,176,000 lbs. The *Montgomeryshire* sailed from Foochow on the 4th inst. The latest telegrams state the export from Foochow by steamers to the 5th inst. to be 6,000,000 lbs. in excess of the corresponding period last year. Freights are still quoted 60s.

CARGOES AFLOAT.

Woosung Dates.	Name.	From	Cargo. lbs.
June 16 ...	Cutty Sark	Hankow ...	1,270,651
„ 26 ...	Japan (str.)	„ ...	3,000,000
„ 30 ...	Ada	„ ...	988,129
„ 19 ...	Nankin (str.)	„ ...	2,678,544
„ 19 ...	Zambezi (P. and O. str.)...	Shanghai ...	1,450,000
„ 28 ...	Venetia (P. and O. str.) ...	„ ...	1,500,000
July 12 ...	Cathay (P. and O. str.) ...	„ ...	1,500,000
„ 17 ...	Thermopylae	„ ...	1,200,000
„ 20 ...	Glenlyon (str.)	„ ...	2,000,000
„ 22 ...	Cheops (str.)	„ ...	1,600,000
„ 25 ...	James Sheperd	„ ...	1,000,000
June 13 ...	Achilles (str.)	Foochow ...	2,100,000
„ 14 ...	Glenearn (str.)	„ ...	2,247,800
„ 19 ...	Glaucus (str.)	„ ...	1,794,642
„ 26 ...	Sirius (str.)	„ ...	2,400,000
„ 28 ...	Crocus (str.)	„ ...	2,100,000
July 4 ...	Mongomeryshire	„ ...	—
„ 5 ...	Orion (str.)	„ ...	2,600,000
„ 28 ...	Ascalon	„ ...	1,000,000
June 25 ...	Deucalion (str.)	Canton ...	2,600,000

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Aug. 5, Coulnakyle.

At SHANGHAI.—From London, June 15, Europe (str.); from London, &c., July 31, Eliza Shaw, Borealis, Acadia, Lothair.

At HONG KONG AND CANTON.—None.

At MANILA.—From Liverpool, June 16, Leon (str.).

At SINGAPORE.—Aug. —, Glenfinlas (str.).

At PENANG.—Aug. —, Hector (str.).

DEPARTURES.

From SHANGHAI.—For London, June 14, Achilles (str.).

From FOOCHOW.—For London, June 14, Glenearn (str.); 15, Braemar Castle (str.); 17, Glaucus (str.); 19, Mongol (str.).

From HONG KONG and CANTON.—For London, June 25, Deucalion (str.); for New York, Queen of the South.

From MANILA.—For London, June 17, Merse; 18, Maria Fidela; 20, via Ilo Ilo, Tim Whiffler; for New York, 10, Criterion, Chieftain; 18, Flying Eagle.

From SINGAPORE.—For London, July 1, Blair Athol; 2, Pieve Superiore; 3, Deucalion (str.), Galatea (str.); Aug. 3, Cheops (str.); 6, Galley of Lorne (str.); for Liverpool, 4, Yruac Bat.

FREIGHTS BY TELEGRAM.

At Shanghai, £3 per ton; at Hong Kong, £3 per ton.

THE MAILS.

PRESENT INWARD MAIL.—MARSEILLES, AUGUST 8.—The Messageries Maratimes Company's steamer Iraoudy, with the inward French mails from China and Japan, arrived here to-day at 11 A.M. She brings sixty-six passengers and a general cargo, including 1,076 bales of silk, 11,657 packages of tea, 114 of cotton, and 652 sundries, for London, which part of her cargo will be forwarded to its destination per company's steamer Gange, due in London on or about the 18th inst.

NEXT INWARD MAIL.—ALEXANDRIA, AUGUST 9.—The P. and O. steamers *Malta* and *Venetia* left here to day with the homeward China Mail. The former may be expected at Brindisi on the 12th, and the latter at Southampton on the 22nd inst. Specie per *Venetia* £99,885.

INWARD MAIL DUE AUGUST 31.—GALLE, AUG. 5.—The P. and O. Company's steamer Cathay, with the China and Australian mail, sails to-day for Suez. Specie £427,000.

LATEST TELEGRAMS.

THE ATCHIN WAR.

THE HAGUE, AUG. 5.—The Government publishes an official telegram received from Atchin, dated the 3rd inst., which states that the Dutch flag is floating over Teloksemawe. The troops have occupied Moesapi, a position to the east of the mouth of the Atchin river, as well as the Kampong Soerian. In the engagement the Dutch troops had six killed and forty-seven wounded. The enemy lost seventy-three killed. The health of the troops is indifferent.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Aug. 6, off Prawle Point, from Sarawak, Asterion; 6, at Milford, from Maulmain, Mount Royal; 3, at Bremerhaven, from Rangoon, Erede, Madawaska; from Hong Kong, Nyassa; 5, at Helvoet, from Pentewan, Richard Visan; at Marseilles, from Java, Hellas; 8, at London, from Amoy and China, Neston (str.); 7, at Falmouth, from Akyab, Lion; from Macassar, Jan Van Brakel; 8, from Rangoon, Louisiana; from Batavia, Queen; from Japan, Araby Maid; at Queenstown, from Rangoon, North; Riverside; at New York, from Manila, Surprise; from Batavia, Helene and Anna; 9, off the Lizard, from Akyab, City of Lucknow; 10, at Falmouth, from Rangoon, Asia; off Deal, from China, Mongol (str.); off the Start, from Zebu, Whinfell.

DEPARTURES.—Aug. 6, from Liverpool, for Galle, Rajnar; 8, from London, for Singapore, for Celæno; 6, from Penarth, for Singapore, Ironside; 8, from Liverpool, for Singapore, China, &c., Ulysses (str.).

STEAMERS PASSED THE SUEZ CANAL.—Aug. 6, Japan, from Hankow, London.

SPOKEN.—P. S. R. N. (Soemburg), Batavia to Amsterdam, 51 days out, 34 S., 20 E.; L. N. W. F. (Banian of Workington), for Singapore, July 13, 39 N., 16 W.; N.Q.D.L. (Dutch ship), Liverpool to Singapore, June 28, 13 N., 27 W.

MISCELLANEOUS.—Off St. Helena, July 9, Forest Rights, from Colombo, for London.

CASUALTIES.—The Jan Van Brakel, Roever, from Macassar, arrived at Falmouth, Aug. 8, with loss of foretopsailyard and jibboom. Mauritius (Aden, Aug. 8).—The Francois Felix (Fr. barq.) was caught on the edge of a cyclone, but did not sustain much damage (the above vessel sailed from Saigon, May 24, for Marseilles). Batavia (Singapore, Aug. 7).—The John Tucker, from Ilo Ilo to Queenstown, with sugar, has been totally wrecked on a reef in Macassar Straits; crew saved. Nagasaki.—(By telegram, received 7th Aug.)—The Estepona returned 31st July; tank top started; has executed temporary repairs; sails again for Shanghai immediately weather permits.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

CARROLL—On the 26th July, at Viewforth-place, Edinburgh, the wife of Charles Carroll, of Foochow, of a son.

LAY—On the 10th June, at Chefoo, the wife of William Hyde Lay, H.B.M.'s Consul, of a daughter.

NELSON—On the 2nd Aug., at Kensington, the wife of Horatio Nelson, Commander Royal Navy, of a daughter.

POTTER—On the 5th June, at Nagasaki, the wife of Frederick Anthony Potter, B.Sc. &c. of a son.

SILVERTHORNE—On the 16th June, at Shanghai, the wife of Alfred Silverthorne, of a daughter.

MARRIAGES.

VYVYAN.—MAN—On the 6th inst., at Godalming, by the Right Rev. Bishop MacDougall, Canon of Winchester, and the Rev. Dr. Haig Brown, Head Master of Charterhouse, the Rev. T. G. Vyvyan, to Edith May, second daughter of Colonel H. Man, late Resident Councillor and Lieutenant-Governor of Penang.

WHITE—MAXTON.—On the 6th Aug., at Holy Trinity, Stepney, Alexander Francis, youngest son of Benjamin White, West-hill, Gravesend, to Grace Ellen, youngest daughter of Captain Maxton, Hope Villa, Addington-road, Bow.

DEATHS.

BOURNE—On the 5th Aug., at 13, Ellison-place, Newcastle-on-Tyne, John Bourne, C.E.

CLARK—On the 3rd Aug., at his residence, Seymour-street, Connaught-square, Francis Clark, aged 73, formerly in the East India House as Official Agent to the Administrators-General in India.

GAMBIER—On the 24th July, at Leghorn, Tuscany, Maria Rolanda, wife of S. James Gambier, of Ashley Lodge, Cheltenham, daughter of the late Admiral Money, C.B., aged 67.

LAIDLAW—On the 25th July, James Stuart Laidlaw, on board the s.s. *Othello*, Millwall Docks, on his return from Ceylon, aged 34.

SCOTT—On the 24th June, at his residence, "Scotland," in the Island of St Helena, John Francis Scott, aged 73.

TAYLOR—On the 20th July, on board s.s. *Hindostan*, off Aden, Capt. J. W. Taylor, aged 35, late Bengal staff corps and 36th Native Infantry, elder son of General J. W. Taylor, of Deyrah, East India.

WISEMAN—On the 14th July, at St. Joseph, Missouri, U.S., Admiral Sir William Saltonstall Wiseman, Bart., K.C.B., aged 69.

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Naval and Military.

Captain C. K. Brooke, 15th Regiment, proceeds out to China as Brigade-Major, vice Captain Walker, 99th Regiment, lately returned to England. Captain Brooke joined the Army in 1862, and purchased his company in 1870. He passed from the Staff College in December last.

Mr. James Campbell, paymaster, has been appointed to the Princess Charlotte, receiving-ship, at Hong Kong. Israel Harding (first-class gunner), Messrs. Edwin Wingate, Thomas Kirby, and William Richards (second-class gunners), Mr. Joseph Larkin (first-class boatswain), Messrs. John Cullinane, John Allen, and F. J. Gurney (second-class boatswain), and Mr. James May (second-class carpenter), have been appointed to the Victor Emanuel, at Hong Kong. Mr. John Albert Mahoxey (second-class boatswain) has been appointed to the Swinger, gunboat, on the China station.

The following officers, whose last period of service was on the China station, have received appointments as under:—Lieutenant G. A. Ellis (in the Princess Charlotte from March 22, 1872, to 1873), to the Hector, coastguard ship, in Southampton Water; Lieutenant C. W. Sleeman (in the Zebra from June 12, 1871, to 1873), to the Pallas, screw corvette, Mediterranean.

The Audacious, 14, double-screw iron ship, armour-plated, 6,034 (3,774) tons, 4,021 (800) horse-power, fitting at Chatham as flag-ship for the China station, will be ready for the pendant in a few days. Last week a seaman employed in rigging this ship accidentally fell from aloft into the dock, a distance of fifty feet, and was picked up dead.

Capt. Richmond, lately returned from the Gold Coast, is under orders to embark for Hong Kong to join the 80th regiment, on promotion from the 50th Regiment.

THE CONVEYANCE OF THE MAILS.

The amended contract between the Government and the P. and O. Company for the conveyance of the mails to and from India and the Far East, whereby the Company obtain permission to make use of the Suez Canal in return for the surrender of £30,000 in their annual subsidy, has been issued. The alterations which have been made affect the 8th, 11th, 19th, and 20th clauses of the contract, and these clauses as amended stand as follows:—

Clause 8. The Company shall convey the mails from Brindisi to Bombay in 422 hours, and from Bombay to Brindisi in 424 hours, and from Brindisi to Point de Galle in 472 hours, and from Point de Galle to Brindisi in 488 hours, and from Brindisi to Shanghai in 965 hours, and from Shanghai to Brindisi in 1,008 hours, and from Southampton to Bombay in 677 hours, and from Bombay to Southampton in 666 hours, and from Southampton to Point de Galle in 727 hours, and from Point de Galle to Southampton in 730 hours, and from Brindisi to Calcutta in 646 hours, and from Calcutta to Brindisi in 663 hours, and from Bombay to Shanghai in 618 hours, and from Shanghai to Bombay in 611 hours, and from Hong Kong to Yokohama in 170 hours, and from Yokohama to Hong Kong in 170 hours, and each of the periods of hours, hereinbefore specified is to be reckoned as exclusive of stoppages for the purpose of the delivery and reception of the mails. And the arrangements for determining and recording the exact time of the arrival and departure of the vessels at and from the several places above named, and the period of every delay which shall take place on any voyage, shall be under the exclusive regulation of the Postmaster-General, whose decision upon all questions relating to those matters shall be final.

Clause 11. In the event of any vessel of the company whilst passing through the Suez Canal in the performance of any of the services hereby agreed to be performed becoming unable, by reason of the stranding of such vessel in the said canal, or of any other difficulty or obstruction incident to the navigation thereof, to complete its passage through the canal in due course, the company shall use their utmost endeavours to prevent any delay in the delivery of the mails, and with that object shall employ in the subsequent conveyance of any mails on board such stranded or impeded vessel to their destination any other vessel belonging to the company which may be at Suez, Port Said, or Alexandria, and available for the service.

Clause 19. If on any homeward voyage from Bombay, Calcutta, Shanghai, or Point de Galle to Brindisi the company shall fail to deliver Her Majesty's mails at Brindisi for twelve hours or more after the time at which the same ought to be delivered according to the provisions of this contract, which shall for the time being be in force, then, and in every such case the company shall forfeit and pay to Her Majesty, her heirs and successors, the sum of £200 for every complete period of twelve hours during which the delivery of such mails shall be delayed beyond the time at which the same ought to be delivered as aforesaid. Provided always that the payment of any such penalty as aforesaid shall not be enforced against the company if it be shown by them to the satisfaction of the Postmaster-General that the delay has arisen from damage to the vessel or the machinery thereof.

Clause 20. If on any voyage from Hong Kong to Yokohama or from Yokohama to Hong Kong, or from Bombay to Shanghai, or from Shanghai to Bombay, the company shall fail to deliver Her Majesty's mails at Yokohama or Hong Kong, Bombay or Shanghai, as the case may be, for twelve hours or more after the time at which the same ought to be delivered, according to the provisions of this contract which shall for the time being be in force, then and in every such case the company shall forfeit and pay to Her Majesty, her heirs and successors, the sum of £100 for every complete period of twelve hours during which the delivery of such mails shall be delayed beyond the time at which the same ought to be delivered, as aforesaid, provided always that the payment of any such penalty as aforesaid shall not be enforced against the company if it be shown by them to the satisfaction of the Postmaster-General that the delay has arisen from damage to the vessel or the machinery thereof. Provided always, and it is hereby declared, that, during the prevalence of the south-west monsoon, ninety-six additional hours shall be allowed for the voyages from Bombay to Southampton, from Bombay to Brindisi, or from Calcutta to Suez, and from Shanghai to Bombay, and, during the prevalence of the north-east monsoon, ninety-six additional hours shall be allowed for the voyage from Bombay to Shanghai, and twenty-four additional hours shall be allowed for the voyage from Hong Kong to Yokohama.

The alterations in these clauses may be summed up thus:—In Clause 8, the number of hours to be allowed for the carriage of the mails over several of the routes omitted in the first contract are inserted in the second. In Clause 11, the provisions with respect to stranding in the Suez Canal are made applicable to voyages *out* and *home*. In Clause 19, the penalties imposed for failure to perform within the appointed time the voyages from Bombay or Point de Galle to Brindisi are extended, by the second contract, to the voyages from Calcutta or Shanghai to Brindisi, and the amount of such penalty is in each case quadrupled. Further, the penalty is made absolute. Clause 20 in the second contract applies to the routes between Hong Kong and Yokohama, and between Bombay and Shanghai, the same quadruple penalty which is fixed with reference to other routes, and makes the penalty absolute.

FRANCE.

In the sitting of the National Assembly on the 4th inst. the Government Bill on the treaty concluded at Saigon in March last between France and the kingdom of Annam came on for discussion. M. l'Amiral Jaures demanded urgency. This was agreed to, and the House was about to vote when M. Georges Perrin rose to make a few remarks about the colony of Cochin China. He said that in the beginning the proposal to create a naval and military establishment had not been questioned. Events had led to the formation of a colony, which it was necessary to conserve, although this might be done without drawing the sword. The draft of the treaty obliged the House to give to the King of Annam the necessary support to defend him against all attacks, and to destroy the piracy that desolated a part of the coast of his kingdom. This was an engagement which it would be impossible to keep. Moreover, the influence of the Catholic missions on French politics had led to this unhappy expedition. Now the article 9 of the treaty accorded to the missionaries important prerogatives, and the political action of these missionaries would create grave complications. It would be necessary, in order to execute the treaty, to have recourse to costly and ruinous expeditions. It would be a war of religion which would be introduced into the kingdom of Annam. As for the occupation of Tonking, with the view to establish a great French Empire in the extreme East, it would be a chimerical undertaking. If the House did not wish to reject the treaty, it would be right to submit it to the progress of the three readings (*lectures*). M. l'Amiral Jaures answered that as a considerable establishment existed in Cochin China it was our duty to keep it. The treaty confirmed the French in the possession of three new provinces, and the receipts of the colony were augmenting every day, but it was necessary to maintain order. The King of Annam knew the advantages of French protection, and he was disposed to execute the treaty. As for the missionaries, they only asked to be enabled to preach the Gospel, and not to mix in politics. From a commercial point of view there were considerable advantages to gather from this treaty, not only for France, but for Europe. The closing of the discussion was then voted, and the Bill was adopted.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.

AMSTERDAM, AUGUST 5.

We are still waiting for a complete Cabinet. The list which I have already sent you seems correct, except that the portfolio of the Naval Department will continue to be held by Mr. Taalman Kip, who was appointed only a few months since, when the Ministry asked for their dismissal. It is stated that the list has been forwarded to Montreux, where the King resides, for approval. Of course the approval will come, for there is no other choice. It is a great objection that the Minister for the Foreign Department should be a clerical, which it seems he is, although it is asserted that he is a Roman Catholic *à la* Van der Maesen. It is, however, of no use to anticipate. It is said that we shall not have a decision before the 20th inst.

Mr. Verspyck has arrived in the Hague, but he was wise enough not to accept any manifestation of popular feeling. He has started for Brussels, and some papers say that he will for the future reside at Arnhem, while others assert that he prefers the Hague. His behaviour is applauded by all the parties, except by those who hoped to make political capital out of his reception.

It seems that it is impossible to find in Holland a staff of medical men for our army in Java. The most attractive conditions are now offered to German doctors who may volunteer for the service.

The official report upon the colonies for 1874 has been published, so far as regards Java. It contains sixty pages. The Minister has hastened its publication because the members have for several years expressed a desire that the report should be printed at the same time as the Budget is examined in the sections. The report extends to the 1st of June. The following statements are made regarding our territory, which has been extended over a district which was formerly called the independent northern part of Sumatra. Whilst our authority has been established in Grand-Atjeh by means of a military occupation,

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the Dutch sovereignty has been acknowledged by most of the Atjeh States on the west coast, and by several on the northern and north-eastern coasts. The island of Bengkalis, opposite the mouth of the Siak river (East Sumatra), has been yielded by the Sultan of Siak for a consideration of f.8,000 a-year. This island has a surface of twenty-three geographical miles, is most favourably situated for the trade, is very fertile, and it promises to become a most important possession. Statements of a political and general character are given regarding our relations with foreign powers, especially concerning our war with Atjeh. The Java Government, in its intercourse with the Straits Settlements, has experienced the utmost goodwill. The Governor of the Straits has warned the inhabitants by means of a proclamation against the intrigues of the Mahommedans, whose aim it is to excite a revolt in Java. A British man-of-war was despatched in July, 1873, to ascertain whether the blockade was effective. An appeal being made that legitimate trade should not be hindered by the measures which were taken against Atchin, it was answered by a declaration that under existing circumstances a rigid blockade was thought to be absolutely necessary. The Consulates at Singapore and Penang, however, were authorised to furnish licenses to those vessels which were bound for Atchin, in order to convey produce on which money had been advanced. A great many ships were provided with licenses, but privilege was revoked when the Government was convinced that all the merchandise had been transported. It was permitted to the Japanese Government to send a chief officer of the medical service in Japan with the expedition. In consequence of the messages which were forwarded by the Sultan of Atchin to Constantinople, in order to ask for the protection of the Turkish Government, some diplomatic notes were exchanged with that Government, by which our friendly relations were maintained. The request of the Government of Queensland for permission to engage Javanese to work in the sugar plantations could not be granted because no satisfactory stipulations for the protection of emigrants exist. According to a statement appended to the volume the following States have already submitted to our authority, viz., on the West Coast, the States of Troemon and Waylah, Loong and Lepong, those States between Waylah and Loong, remaining unsubdued. On the East Coast are submitted: Gighen, Endjoeng, Pasci, Kurti, Edi, Soengei Raya, Temiang. Not submitted: Merdoe, Salamangan, Pasangan, Kloempang Doea, Telok, Samawe, Simpang, Olim, Perlak, and Langsar. When the Commander-in-chief left Atjeh the Resident Kroesen and the First-class Controller R. W. Tadema had joined Colonel Pels in the management of political affairs. According to an instruction handed to Colonel Pels he was directed to use all possible friendly means to engage the chiefs and the population of Great Atchin to submit themselves and to maintain friendly relations with the already submitted States; as to those who refuse to listen to friendly proposals, they must be compelled to submission by a rigorous blockade. He was advised not to undertake military operations during the rainy season unless they were required to defend his positions and to protect our friendly chiefs. In a proclamation of the 23rd of April the Commander-in-Chief announced to the population of the three Sagies that he had left Atjeh with all the troops which could be spared, that Atjeh would be occupied "for ever," that it was not the intention to organise a direct Government, but that a native chief would govern the three Sagies under the control of the Dutch. The report gives further particulars about the endeavours of a committee at Penang (the so-called Council of Eight), consisting of four Atchinese, two Arabs, and two Klingaleses, which excited the opposition in Atchin and endeavoured to create revolts in other parts of Java. These endeavours were unsuccessful, as we were too vigilant and the British Government helped us. The merchants at Penang waited with impatience for the raising of the blockade, and as soon as the trade with Gighen could be opened this was done. When the Kraton was taken endeavours were made to engage Chinese merchants from Penang and Java to establish themselves in Atchin and to open a trade, but without success. In the meanwhile all that is possible will be done to encourage trade with Atchin.

On the Bourse things are still very dull, and scarcely any transactions take place. There is plenty of money, but no means of investing it. Our colonial produce market is somewhat firmer, expecially for Coffee, which is in fair demand at 59c. to 59½c.

Miscellaneous.

FOREIGN COMPETITION IN SILK MANUFACTURE.

The Coventry ribbon trade has for some time past been in a very depressed condition, from what cause has never been satisfactorily ascertained; but, on the other hand, so far as can be learned, the Continental manufacturers have been doing a good trade, and are at present abundantly supplied with orders. Among the weavers of Coventry, however, there has lately arisen an anxious desire to know the actual position of their Continental rivals. A committee, formed of representatives of both political parties, met together, and after discussion resolved, if the necessary funds could be procured, that a deputation of weavers should visit the principal centres of the Swiss ribbon trade, obtain what information they could, and report to the general body. From their report it appears the members for the city (Mr. H. W. Eaton and Mr. H. M. Jackson) were communicated with, and they agreed to render every assistance, and each promised to pay half the expense. A deputation was formed, which, after visiting Mr. Jackson, started for Basle, where they visited a Basle factory belonging to a gentleman named Borkings. This was the only place to which they could gain admittance. The arrangement of the looms is different from the English arrangement, and they are, as a rule, splendid pieces of machinery. They are worked by a hole along the front, unlike the Coventry looms, which are turned by a wheel at the end. The silk is much superior, and a finer ribbon is produced, in addition to a greater quantity of work being made than by the Coventry weaver. The price paid at Sissah for making a 24 dy. Oriental black ribbon in a 14-shuttle loom was 96f., or £3 18s. in English money, for the whole set of warps, measuring 160 yards. In nearly all the houses they saw a filling machine, which filled four or six quills at a time, effecting a great saving of labour. At Pucken some ribbon was seen in course of manufacture very similar to some which has lately been made at Coventry. The deputation, after making some further inquiries, started for England, and reached Coventry last week, having been absent ten days. The deputation think it right that the weavers of Coventry should know their real position, and they believe the outdoor weavers of Switzerland are their chief competitors. This opinion is confirmed by the fact that they were all well employed, whilst the Coventry weavers were idle. They consider the Coventry weavers are equal, if not superior, to those of the Continent, but think the machinery of the latter is far superior. They wish to draw attention to the fact that all the looms, filling machines, &c., belong to the manufacturer in Switzerland, that everything is found for the weaver, that the warps are all cleared, "picking up" being dispensed with. Then, again, the weavers have longer lengths, never less than 160 yards, and they never "cut out" till the "warps are down." The deputation think that something should be done to make the competition a little more equal; and, indeed, it is their opinion that if something is not done Coventry will eventually lose what little trade she now possesses. They therefore hope the manufacturers and weavers of Coventry will take the matter into their serious consideration.

CONSULAR CHAPLAINS.

The select committee which has been appointed to inquire into the circumstances attending the withdrawal of the allowances granted to consular chaplains have agreed to their report. They say: "It appears from Lord Granville's circular of July 31, 1873, that the Treasury do not sanction grants to any new Church Establishments at consular ports, and the grants have consequently become confined to certain particular places. The inquiry of your committee has, therefore, been exclusively directed to the expediency of continuing the Government grants to those in existence at the date of that circular. These, with one exception, are situated at seaport towns. Your committee has inquired into the circumstances attending the withdrawal of grants to consular chaplains, and is of opinion that in some cases hardship will be inflicted by such withdrawal, which it is desirable to remove or alleviate.

The Pacific Mail Company.—A correspondent of the *New York Times* at San Francisco writes as follows:—The splendid steam-ship *Colima*, of the Pacific Mail Steam-ship Company, is lying in the roadstead, trim and sharp as a racer, ready for its course. On the night of the 18th anchor was weighed, and our course directed out of the bay into the Pacific. The *Colima* is one of the finest iron ships of the line, and is a staunch seaworthy craft of 3,000 tons, built at Roach's yards, at Chester, Penn. The engines are compound, and of 2,000-horse power; and the ship has accommodation for nearly 200 cabin passengers and 300 steerage. It is gratifying to learn of the immense business and deserved popularity of the Company. Its fast ships are the admiration of the people here. The *Granada*, of this line, has just arrived, having made the fastest trip on record, and bringing the time between Yokohama and San Francisco down to seventeen days. The *Colima*, will take out Gen. Van Buren, the recently-appointed Consul at Yokohama, and also Gen. Wm. Myers and Col. Lyford, United States Army. The two last named gentlemen go out as special commissioners of the United States to his Imperial Majesty, the Tenno of Japan, and bear valuable presents from this Government to the latter.

With reference to the wreck of the steamer *Gordon Castle*, from Hankow, a telegram from Lisbon states that considerable progress has been made in stripping the vessel of all top weight and lightening her of cargo, but operations are rendered difficult by the fact that the holds can only be worked at low tide, and that, in consequence of the tea being swollen with water, the chests are jammed so tight as to render it at times necessary to use a crowbar to start them. As soon as the forehold has been cleared of cargo it may be necessary to build up a strong wooden bulkhead from the main to the upper deck, so as to keep the water confined to the fore compartment. The cargo is so much damaged by salt water that it is believed to be valueless. The slightest westerly breeze would bring in a heavy sea and break the steamer up.

Postage of Newspapers to the Far East.—The *Gazette* contains a Treasury Warrant, which will come into operation on the 1st of September, regulating the rates of British postage on registered newspapers posted in the United Kingdom or in Gibraltar or Malta, and addressed to British India, China, Japan, Ceylon, or the Straits Settlements. The rates of postage upon newspapers not exceeding four ounces in weight *via* Southampton is reduced to one penny, and it is notified that newspapers which are found to exceed the regulation weight but which bear a penny stamp will be forwarded and the deficient postage will be charged on their delivery. The rate of postage *via* Brindisi remains unaltered.

The Nederland Company's Royal Mail steamship *Prinses Amalia* has just completed her first passage to the East, making the run, we believe, in the shortest time ever recorded. Her dates are as follows:—Left Southampton 19th June, arrived at Naples 27th June; left Naples 28th June, arrived at Port Said 3rd July; left Port Said 5th July; left Suez 6th July, arrived at Padang 23rd July; being thirty-four days' voyage from port to port, of which thirty-one only were steaming days, and three days stoppages.

The Java Steamship Company's screw steamer *Java*, Captain J. D. Gollards, sailed from Southampton yesterday (9th inst.), taking the Dutch mails, troops, thirty-seven passengers, specie, and a full cargo of general merchandise, bound for Padang, Batavia, Samarang, Sourabaya, and Macassar.

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, AUGUST 10, 1874.

MR. MAYERS' MISSION TO NAN-CHANG FOO.

MR. MAYERS' official report of his expedition to Nan-chang foo in October of last year is now before us, and we are bound to say that the result is not so satisfactory as it should be, for it contains unmistakable evidence of the continuance of our fatal shilly-shallying policy in dealing with the shortcomings of the Chinese Government and its officials. Considering that Mr. MAYERS was deputed by Her MAJESTY'S Minister at Peking to confer with LIN KWEN-YIH, the Governor of the province of Kiang-si, on certain matters of grave importance relating to the undoubted Treaty rights of British subjects, it seems very extraordinary to find him naïvely confessing that, during the interview, he "bore steadily in mind the absence of any definite instructions," and that he only *believed* himself justified in saying this, that, and the other. We were aware that Mr. WADE has a singular way of dealing with all questions that arise in regard to our Treaty rights in China, but, had not Mr. MAYERS told us so himself, we could hardly have believed it possible that Mr. WADE would despatch an officer on such an errand as Mr. MAYERS' without very definite instructions indeed. Our grounds of complaint against the Chinese officials and others in the province of Kiang-si are perfectly simple, and admit of no argument, and it was Mr. WADE'S duty to demand and insist upon having immediate redress. Be that as it may, Mr. MAYERS tells us that the purpose of his visit to Nan-chang was to discuss with LIN KWEN-YIH three matters of great importance to British merchants and travellers in that part of China, viz., the treatment of foreigners at Nan-chang, the question of inland transit duties, and that of the I-ning chow tea duties. As to the last-named item, Mr. MAYERS observes that "in consequence of the information which he had obtained at "Kiu-kiang . . . and of his own strong conviction that "any urgent pressure on this subject would be harmful "rather than beneficial to mercantile interests, he "deemed it expedient to keep it in the background." During the discussion which ensued on the first point, Mr. MAYERS very properly declined to recognise the possibility of the authorities finding any difficulty in keeping the populace in order, although Governor LIN appealed to his long experience of the Chinese to confirm his assertion of his own powerlessness; and on the principle, we presume, of *fiat experimentum in corpore vili*, Mr. MAYERS suggested that Commander PITMAN, R.N., and Mr. BRENAN should forthwith take a walk through the town, in order to put the disposition of the people to a practical test. Having on the previous day sent word to Mr. MAYERS that, as the military examinations were then in progress, and 6,000 students with their followers were in the city, "he would advise their abstaining from going on shore," the Governor was not unnaturally disconcerted by this proposal, but, as an astute Chinese official always does, "he quickly recovered himself and approved the "suggestion, saying,—'By all means; the people will be "'perfectly quiet; they know, in fact, that you are friends "'of mine—*it is not as if it were a case of French mis-*"'*sionaries making their appearance.* Everybody knows "'that there is no harm about the English, Americans, "'&c.'" The gentlemen accordingly made the experiment, and it is clear that they owed their return without injury not so much to any kindly disposition on the part of the populace as to the fact of their being "attended by upwards of 100 official retainers, who fended "a way for them through the vast crowd which was ga-"thered outside, and escorted them through several of the "principal streets." During their absence Mr. MAYERS eventually induced the Governor "to undertake that a "Proclamation should be issued, warning the populace "against offering any annoyance to Europeans during "future visits to Nan-chang," but apparently he would not promise "to hold the district magistrates personally answerable for breaches of the peace," and as that is the best possible, if not the only, means of ensuring the preservation of order in a Chinese town, we are afraid that the Proclamation will very soon become a dead letter. Until the Chinese Government be treated with much greater firmness than at present, and, indeed, until they have been taught a very severe lesson on the subject, we fear that troubles on this score will constantly arise, and we doubt not that the day will come, sooner or later, when some power will find itself absolutely compelled to take the remedy into its own hands. The words which we have placed in italics in the Governor's brief speech, quoted above, show unmistakably that "the inclination traceable in the disposition "of the Nan-chang authorities to discourage the visits of "Europeans to the city is mainly, if not altogether, attri-"butable to the hostility which Governor LIN scarcely "seeks to conceal with regard to the Roman Catholic mis-"sionaries;" and Mr. MAYERS was quite right to take the opportunity of pointing out to him that "he was wrong "to distinguish between the subjects of different foreign "powers," when he heard him give orders to the Prefect that some runners should go with Commander PITMAN and Mr. BRENAN, "and should let the people know that they were not Frenchmen."

What may be termed the commercial portion of Mr. MAYERS' mission seemingly occupied but a very small part of his three hours' interview with LIN KWEN-YIH. On the question of the I-ning chow tea duties (true to his determination alluded to at the beginning of this article), he "said no more than was necessary, in his opinion, to show "his Excellency that the attention of Her MAJESTY'S "Minister was fixed upon the subject, expressing no opi-"nion, and making no complaint." With regard to the transit pass grievance, after a short and inconclusive discussion, the Governor undertook to have another Proclamation issued "to repeat in a public manner his assurance that no molestation would be offered to legitimate trade." In view of the future opening of the rivers and lakes of China to the navigation of foreign vessels, the most satisfactory part of this expedition to Nan-chang is that Commander PITMAN was enabled to complete a survey of the surrounding country and the channel of the Poyang Lake, and the "result of his labours is the important discovery "that a vessel drawing even as much water as H.M.S. "*Ringdove* (ten feet) might with safety ascend the river "as far as Nan-chang itself, except, of course, during the "winter season."

THE TRADE OF VENICE.

WE have in these columns more than once called attention to the actual state of trade and navigation at Venice. Upwards of a year since we noticed the able and elaborate report issued by the local Chamber of Commerce for the year 1872, and from the extracts and the observations made thereon our readers will have seen that a most favourable impulse had been given to commerce, and that progressive improvement might be considered certain. The report of the same Chamber on trade and navigation for the year 1873, not less elaborate, not less able, but more satisfactory even than the preceding one, is now before us, and while we cannot but lament the almost utter absence at Venice of those means and appliances for facilitating and encouraging trade with which modern art develops and completes natural advantages, we nevertheless rejoice at the results of the past year, and we are led to hope that, with the facts and figures which we are about to present before them, some among our great capitalists, our men of energy and enterprise, may deem the field there opening worthy of their attention.

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The total value of the exports and imports for 1872 showed a surplus over that of 1871 of :—

Imports	f.25,708,248
Exports	5,958,805
Increase	f.31,667,053

The figures for 1873 give a general total of f.479,347,903, being a surplus over 1872 of :—

Imports	f.68,373,055
Exports	60,745,459
Increase	f.129,118,514

The chief improvement took place in the following articles :—

Denomination.	1872.	1873.	Increase.
IMPORTS.			
Hides...	5,563,680	8,540,100	2,976,420
Oils	10,684,375	16,189,785	5,505,410
Petroleum	2,104,396	3,521,310	1,416,914
Grain...	26,394,148	28,995,622	2,601,474
Colonial produce	11,768,120	23,247,865	11,479,745
Wines and alcohol	8,298,060	10,430,815	2,132,755
Fruit	4,501,930	5,292,805	790,875
Indigo	359,730	13,139,000	12,779,270
Silkworm eggs	7,750,000	11,394,000	3,644,000
Raw silk	5,723,365	14,540,115	8,816,750
Hemp	11,593,340	14,677,450	3,084,110
Cotton	20,002,710	26,093,600	6,090,890
Tissues	20,887,030	23,445,225	2,558,195
China-ware and fancy goods	5,024,750	6,362,775	1,338,025
Metals and metal ware ...	2,931,171	4,665,590	1,734,491
EXPORTS.			
Hides	6,208,790	8,375,480	2,166,690
Oils	10,826,285	11,400,235	573,950
Petrolium	1,402,068	1,438,400	36,332
Grain	12,195,726	21,352,159	9,156,433
Colonial produce	6,489,500	12,832,205	6,342,705
Wines and alcohol	478,515	2,750,840	2,272,325
Fruit	2,877,015	3,170,185	293,160
Indigo	297,500	13,132,000	12,834,500
Silkworm eggs	7,989,000	9,991,500	2,002,500
Raw silk	5,828,213	14,244,650	8,416,433
Hemp	11,334,620	14,166,045	2,831,425
Cotton	19,309,500	26,470,600	7,161,100
Tissues	13,206,206	13,791,575	585,315
China-ware and fancy goods	2,763,425	4,363,575	1,600,150
Metals and metal-ware ...	2,578,908	4,115,500	1,536,592

A glance at these tables is sufficient to show that the commerce of Venice is essentially one of transit, and in fact, her position at the inmost extremity of the great Adriatic Gulf renders her not only the natural port of the Lombardo-Venetian territory, but also of Switzerland, South Germany, and the North of France, and when the new direct line of railway by the Val Sugana is opened, and the Saint Gothard tunnel is completed, those countries must and will turn to her in preference to Genoa and Marseilles, and she will thus eventually and most certainly become the great maritime entrepôt and market for Central Europe and the Far East. We have already more than once alluded to the want in Venice of accommodation and of those general arrangements which attract commerce and facilitate operations. It is a fact, stranger than even fiction, that while Genoa, Trieste, Marseilles, &c., abound in local companies and ship-owners, and send forth their own steam vessels to every part of the world, Venice does not possess even *one*. Neither has she a single dock for the reception or repairing of vessels, and bonding warehouses for the storage of merchandise which such vessels might bring are as yet unknown. Steamers arriving with grain, for instance, not finding storage room available for their cargoes have been known to leave again and take them to Trieste, and the visitor to the Custom-house may sometimes see bags of coffee or sugar lying out in the rain, unavoidably so exposed owing to the want of a roof to protect them.

Energetic attempts have been made to remedy such a state of things, but in the wrong traditional direction; Government aid and interference is expected; public money is waited and waited for to do that which there ought to be, as it is elsewhere, done by private enterprise and initiative. Meritorious efforts are being made to form a local steam navigation company to run a line of steamers properly adapted to meet the requirements of Central European-Oriental traffic; and could this really be effected the results would be incalculable; not only would trade be increased, but a *constant* supply of raw material would create and develop industrial enterprise, and private fortunes and public prosperity would be alike benefited. Neither goodwill nor capital are wanting in Venice; but practical experience, energy, and a general interest in and devotion to work are wanting. Mutual diffidence prevails. The workmen and the materials await the architect.

In our Parliamentary Intelligence it will be seen that the alterations in the P. and O. Company's contract have been approved and passed by the House of Commons. In the discussion on the subject some of the members who opposed its acceptance treated the contract as if it were entirely a new one, instead of alterations on the one already existing and having some six years yet to run.

His Excellency Sano Tsounetami, Minister Resident of Japan in Vienna, has entered upon the leave of absence granted him by the Japanese Government, and will, after spending a short time at Ischl, return to Japan. The Secretary of Legation, Hiromoto Watanabe, will remain at Vienna as Chargé d'Affaires.

EDUCATION IN JAPAN.

A Report on the present Educational System of Japan has been made by Mr. Watson, Her Majesty's Secretary of Legation. In forwarding this report to Earl Granville Sir Harry Parkes encloses with it four papers on the foreign and native teachers, the Japanese students, and the Japanese educational officials. The report says :—

It will be remembered that the Japanese Government decreed some eighteen months since that National Schools should be established throughout the country, and some of the principal provisions of this important Act were as follows:—The administration of learning in the whole country was to be directed by the Mombushô, or Educational Department, alone, and the whole country was to be divided into seven circuits, called High School Circuits, in each of which a High School was to be established. Inspectors were to be appointed to each district, to each of whom twenty or thirty schools were to be assigned. All subjects, whether nobles or peasants, who went to school were to report this fact to the Inspector, and if the younger members of a family did not attend, the reason for their not doing so was to be duly reported. The time of study was to be five hours a day for six months. The schools were to be divided into High, Middle, and Primary schools, and all teachers were to be qualified by diploma. In addition to a thorough provision for education at home a certain number of students were to be educated abroad at the Government expense. This educational law, although only promulgated in the middle of 1872, has been extensively carried into effect already, and Mr. Watson reports that according to the statement of Mr. Tanaka, the Vice-Minister of Public Instruction, 1,799 private schools and 3,630 public schools have been established, and at these schools there are under instruction 338,463 male and 109,637 female pupils, to which number may be added 30,000 in the higher schools, making a total of 480,000 persons, or one in sixty-eight of the entire population.

The educational establishments now actually in operation in Yedo are the following, namely, the "Dai Gakko," or University, which includes several separate colleges for the study of medicine, jurisprudence, philosophy, and mining, as also a polytechnic college. The veterinary, commercial, and agricultural colleges, as likewise the college of arts, have not as yet been opened. The "Go Gakko," a school for instruction in foreign languages; several private schools, destined likewise for imparting instruction in foreign languages; the "Shi Han Gakko," or normal school for the instruction of Japanese teachers; a principal female school, several preparatory schools, and certain establishments in connection with some of the public departments, which are designed for imparting knowledge of special subjects.

The course of instruction followed at the Naval College, as well as the discipline which is enforced, is similar to those observed at the like institutions in England. The cadets wear the usual naval uniform. As the Naval College was only reopened under the present direction in the course of the present autumn, a sufficiently long period has scarcely yet elapsed to admit of a well-based opinion being formed as to its probable results; but, so far, everything promises favourably as respects this establishment—an establishment from which Japan may derive more real advantage from a material point of view, than from any increase of her importance as a naval Power.

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That the nature of the education in Japan is entirely secular will be gathered from the remarks of Mr. Watson upon the subject. He says :—" In reply to my inquiry, Mr. Tanaka said that it is the intention of the Japanese Government to make education in Japan, so far as the State is concerned, entirely secular, in as far as is consistent with the fundamental tenets of the Shinto faith. I have since learnt from a reliable source that the Government have resolved that, whilst they will not interfere with private missionary enterprise in Japan, no Christian divine will be employed even as a secular teacher in the Government's employ".

In alluding to the indirect agencies which are now in operation tending to the spread amongst the Japanese of the ideas which influence the conduct of Western nations, Mr. Watson gives a prominent place to steam. He considers the introduction of steam as a motive power to have had great influence on the habits and ideas of the people of Japan, and he predicts a like effect in the case of the telegraph. As a proof of the progress and the educational influences at work it may be mentioned that there are in Yedo eighteen newspapers, some of them published daily. The *Nishinshinjishi* has a daily circulation of 1,500 copies. There is a provincial press, a postal system, a system of lighthouses, and a mint.

In concluding his report Mr. Watson says :—I think I ought to point out that, whilst very many educational influences are at work, such as I have endeavoured to specify, yet it cannot reasonably be expected that the progress of newly introduced Western customs and ideas should work a revolution throughout an entire race in the course of even a few years. According to all experience a sufficient length of time must be allowed for at least one freshly-educated generation to arise before any radical, general, and lasting change may be expected to take place in the ideas and habits of the mass of a people.

The introduction of foreign manners, as that of foreign costume, which has come about in Japan is as yet mainly confined to members of the Court, or of the official classes ; the domestic and industrial habits of the bulk of the people remain as they were in former years.

The inclosures on the subject of Foreign and Native Teachers, Native Officials, and Japanese Students, are extracts from the *Japan Mail*.

CONSULAR REPORTS ON TRADE.

BORNEO.

The report by Consul-General Bulwer on the trade and commerce of Borneo for the year 1873 is confined to the trade and commerce of the port of Brunei, for the trade returns of other districts are unobtainable. After reviewing the trade of Borneo Proper with China in earlier times, the report gives some details of the progress of British trade with the island. This trade has been almost exclusively carried on with the settlements of Singapore and Labuan, that of Singapore being confined to Brunei, while the trade of Labuan extends to other parts of the coast. The value of imports of Borneo Proper from Singapore and Labuan was as follows :—1857, £31,836 ; 1866, £43,701 ; 1872, £53,678 ; the exports being, 1857, £36,536 ; 1866, £46,681 ; 1872, £63,254. The principal obstacles to material progress in the country are a weak central Government, the character of the people, and the want of capital and enterprise. The mineral wealth of the country is in the hands of the Eastern Archipelago Company, a fact which is prejudicial to the interests of the country, and the extension of British trade.

JAVA.

The report by Consul McLean on trade, commerce, shipping, and general matters in Java for the year 1872 is very comprehensive. The new sugar law enacted in Holland has had a very beneficial effect on the island, while the establishment of the telegraphic system has proved highly important. With regard to the imports Mr. McLean says :—

Stocks at the beginning of the year were considerable, consisting chiefly of goods carried over from the past season, owing to the material decline in values at the close. For these importers were still unable to obtain covering rates, as the extended facilities by wire and steam of ordering and placing on the market within six weeks new and more suitable goods prevented the rise in values which had been anticipated. During the first six or eight months of the year a fair business as to amount of goods disposed of was done, but remunerative, or in many cases even covering, prices were with difficulty obtained. The scarcity of rice, which was most felt towards the close of the season, and the high prices demanded for this article of subsistence, left the natives no money to spend in clothes, and sales of piece goods became practically impossible, while the Chinese and Arab dealers had great difficulty in collecting their outstanding debts and meeting their engagements. Several failures of small traders resulted from these causes, and at the close of the year business generally was in a most unsatisfactory state, all demand for fancy goods being at an end, while staples were only purchased in small quantities in a hand-to-mouth manner.

Metals advanced considerably in value, owing to the increase in cost of production consequent upon the numerous strikes in all departments of the trade in England, and on stocks already in hand handsome profits were secured. Prices did not, however, rise sufficiently to admit of imports being made to any advantage at the high currencies ruling at home.

Coals.—During the year 33,000 tons English and about 4,500 tons Australian coals were imported. In consequence of the high prices ruling in England, values here were much enhanced, and English coals rose from 16 fl. to 20 fl., while Australian ranged between 13 fl. and 20 fl. per ton.

The export statistics show a considerable increase in the amount of sugar shipped to Holland and the Channel as well as to America, and while to England apparently a less quantity was shipped than in 1871, it must be borne in mind that the destination of a very large part of the sugar shipped to the Channel for orders would undoubtedly be a port in the United Kingdom. Other ports, as a rule, receive their fair average.

Sugar.—Business in this article was very active at the commencement of the year, and large contracts were made for delivery out of the coming crop, principally of sugar deliverable at Sourabaya and other eastward ports.

Coffee was in strong demand throughout the season at gradually hardening prices.

Rice.—The partial failure of the crop and the consequent advance in the price of this article, to which the natives look as their chief means of subsistence, proved a hard blow to them, although mitigated eventually by the importations of foreign grain made from neighbouring ports, especially Saigon, Japan, and China.

The crop returns of *Pepper* proved more favourable than those of the preceding year, notwithstanding which prices continued firm at an average of about 32 fl. per picul. Nearly 10,000 piculs were exported in excess of 1871.

The cultivation of *Tea* continued to increase, and about 3,104,000 Amsterdam lbs. were exported in 1872. Java teas are attracting considerable attention in Europe and America, and the impetus thus given to the trade will no doubt lead to an increase in the present growing area before long.

The export of Banka tin by the Dutch Trading Company amounted to 90,602 piculs, against 53,016 piculs in 1871.

PROGRESS AND PEACE IN THE FAR EAST.

(PALL MALL GAZETTE.)

A striking illustration of the novel conditions under which the nations of Eastern Asia are now moving, and the new phase of national life on which they are entering, was afforded recently in the meeting of the Japanese and Chinese naval forces at Formosa. Japanese and Chinese have alike, as we know, been eagerly engaged for some years past in building arsenals and docks with a view to the creation of a fleet capable of bearing comparison, if not of actually measuring their strength, with those of Europe. Both have fairly succeeded, with the aid of European engineers, and the best machinery and plant which England and France together can supply—the Chinese with their fifteen war steamers, all turned out from their own yards, and the Japanese, with their *Stonewall* ram, purchased from America, and a respectable number of other vessels, some built by themselves and others purchased. Thus equipped the Japanese lately resolved to make a descent upon Formosa, which is Chinese territory somewhat loosely held. But, although the Chinese disclaimed responsibility for the acts of the savage tribes at the south of the island on the ground that they were not under control, they do not seem to have at all approved of the Japanese taking the law into their own hands. Accordingly, scarcely had the Japanese expedition arrived in Formosan waters, and before they could effect a landing, when a Chinese corvette and a gunboat steamed in, the former with guns out, men at quarters, and everything prepared for immediate action. The Japanese commander of the expedition, seeing from the size of the Chinese man-of-war that it would be in her power to capture the whole Japanese fleet then in the bay, only consisting of transports with two men-of-war, and cumbered with 2,000 troops, must have felt in a very awkward situation. Still his courage does not seem to have failed him. The mandarin in charge of the corvette contented himself with requesting an interview with the Japanese commander-in-chief ; but General Saigo declined to receive him until next day, and in the meantime proceeded to disembark his troops. The interview took place the next morning in front of the general's tent and under the Japanese flag. The mandarins approached with politest salutations, and these were met by the Japanese with what is described by the *Times* correspondent as "a free European salute," and an invitation to enter his tent. The result seems to have been peace or a truce. The Japanese were left to pursue their intention of punishing the savages who had murdered their shipwrecked sailors, and the Chinese mandarin steamed quietly away. Whether his head will remain firm on his shoulders when he gets back to Chinese waters may perhaps be a little doubtful. In the meantime, can anything be more strange than to see these two long-isolated Eastern nations fitting out European steam-frigates and gunboats to meet each other, not the foreigner, in hostile attitude, with guns run out, and ready to blow each other out of the water, with the help of the most approved inventions of Krupp and Armstrong? Henceforth, not only will Asiatics even in the Far East cease to wage war on each other with bow and spear, but they are plainly looking forward to a time when they will be ready to meet the Western Powers with armour-plated frigates and steam rams of the *Stonewall Jackson* type. There seems a chance, however, of their trying preliminary conclusions with each other, which, all things considered, may perhaps be just as well.

THE P. AND O. COMPANY'S CONTRACT.

(DAILY TELEGRAPH.)

Despite the opposition of some austere and disinterested economists, the amended mail contract which the Government has made with the P. and O. Steam Company was approved by an overwhelming majority. We cannot regret this result ; indeed, looking at all the facts, we feel bound to express an opinion that the Treasury has made a very good bargain for the national interests. The facts lie in a nutshell, and were

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stated with his usual business-like lucidity by Mr. W. H. Smith. By a contract made in 1867, and amended in 1870, the nation was bound to pay the Company £450,000 a year for the conveyance of the mails until 1880. Some time ago the Company, wishing to make use of the Suez Canal for its vessels carrying the heavy portion of the mails and cargo from Southampton, applied to the Treasury to modify the contract, which in its original form bound them to land the mails at Alexandria, whence they were carried by rail to Suez, and there reshipped. Negotiations followed, and ultimately the Treasury agreed to concede the point, on the Company abandoning £20,000 a year of the subsidy, with about £4,000 a year of minor sums—making in all an annual saving of £24,000—and at the same time engaging to perform the mail service outwards in twenty-four hours less time. Such is the substance of the new contract—an economy of £24,000 a year, and an acceleration of a day in the outward mails. But Mr. Rathbone and other representatives of the shipping interest think that the necessities of the company were such that the Government might have extorted a much better bargain had they stood firm. That is a matter of opinion; but we submit that the view of an outsider on such a point is worthless against that of the actual negotiators. The company were by no means in the position of despairing suppliants. They held a vantage-ground in that the nation was bound to pay £450,000 a year for six years to come, and the case was thus emphatically one for friendly compromise. Very likely the original contract might have been more favourable to the country—although those who remember that it was the outcome of long and exhaustive discussions will have some doubt even on that score—but this, as Sir Stafford Northcote said, is beside the question, since we are bound to the bargain, good or bad. Nor is it to the point to say that as the Company had previously accelerated the mails of their own accord the concession in the new contract is purely illusory. It is one thing to have a fixed legal limit, and another to let it be optional with the Company to deliver the mails or not within a certain time. Moreover, when such keen blades as Mr. George Anderson cut and hew at the clauses of the contract and the motives of the parties to it, it is surely worth recalling that the Peninsular and Oriental Company have carried out our mail service admirably, and that so great an association has undoubted claims on the nation for work done in the past. With all respect to the enterprising constituents of Mr. Rathbone and Mr. Eustace Smith, we do not believe either Liverpool or Shields shipowners are equally well qualified to perform the duties required; and the Government in the step it has now taken very fairly reflects the opinion of the mercantile community.

Parliament.

HOUSE OF COMMONS.

THE MAIL CONTRACT WITH THE P. AND O. COMPANY.

(Aug. 4th.) Mr. W. H. SMITH (Secretary to the Treasury) rose to move that the contract entered into between the Postmaster-General and the P. and O. Company for the conveyance of the East India, China, and Japan mails be approved. This, he said, was a proposal to amend a contract under which the company had a right to convey the mails till 1880 for a yearly subsidy of £450,000. The original contract entered into in 1867 was modified in 1870, when it was not expected that the Suez Canal would be the enormous success which it had proved. It was the duty of the company to land the mails at Alexandria and take them up again at Suez, on the outward passage, and *vice versâ* with the homeward mails, but the extraordinary change which had occurred in the conditions of the trade with the East led the company in 1873 to apply to the Government for permission to pass their vessels through the Suez Canal. They represented the inconvenience caused both to passengers and merchants by the transhipment, and stated that their interests suffered much from the stringency of the provisions of the contract. The Post-office expressed a willingness to accept a change, but required an abatement of the subsidy by £30,000. To this the company objected, but they offered to convey the mails to Bombay, Calcutta, Shanghai, and Yokohama in twenty-four hours less time than under the then existing arrangements. The Post-office would not accede to this proposal, and the reason why no alteration was effected under the late Government seemed to be mainly that the reduction of subsidy to which the company was willing to submit was not sufficient. When he came to consider the matter, after entering upon his present office, he was inclined at first to take the same view. The company seemed to have lost a large part of their revenue by the transfer of a portion of their other business to other companies and shipowners, and it was thought that their object was to regain that business by means of a change in the provisions of the mail contract. On making inquiries, however, it was found that the advantage to be gained by the company would not be so great as had been supposed. In one respect, no doubt, there would be an advantage, inasmuch as the company would not be obliged, as it seemed it had sometimes been, to land the mails at the port on one side of the Isthmus and pass the steamer as quickly as possible through the Canal in order that, at the port on the other side, she might take up the same mails. The present Government took the matter into consideration, and while he was as anxious as any one to save the public money wherever it was possible to do so, he submitted that the arrangement which had been entered into was fair and reasonable. There was a subsisting engagement with the company which would entitle them to come to the Government and say, "We are willing to make such and such terms to the public advantage provided certain conditions be relaxed in our favour." Well, he was of opinion that it would not be for the public benefit that the company should be put into a position which would be hard on any contractor who endeavoured fairly and honestly to carry out his contract. (Hear.) If it were a new contract he confessed he would desire to put it up to competition and to alter the terms; but we had now to consider the position in which we found ourselves, and under these circumstances he submitted to the House that a fair proposal was made. An entirely new trade had sprung up within the last few years, owing in a great measure to the fact that the P. and O. Company had been excluded by the terms of their contract from the profitable use of the Suez Canal. Those who objected to the contract—and their representations deserved the most serious consideration—had alleged that there was no gain in time, but an absolute loss in the proposal now submitted to the House. But those gentlemen lost sight of the fact that the Post-office under successive Administrations had thought it right and necessary to prescribe certain times of stoppage during the period of the voyage from England to the extreme East, a circumstance which had not been taken into account by the objectors to the new contract. Under different time-tables sanctioned by different Postmasters-General for the last six years there had been stoppages of twenty-four hours at Aden on the outward voyage and twenty hours on the homeward, twenty-eight hours at Galle, six hours at Penang, and other stoppages of a similar character, amounting to the difference between the estimate made by hon. gentlemen of the proper time for the service and the time in which it was to be performed, which would justify his statement that there would be an actual saving of twenty-four hours on the passage outwards to India and China, and of fourteen hours on the passage to Australia. But if the House refused to sanction this proposal there would be no acceleration of the mails beyond the extent which his right hon. friend opposite endeavoured to secure in February last, and which was limited to ten hours. We should lose the small sum which the company undertook to surrender from their subsidy of £450,000, and also the great advantage of the penalties for delays, whether occasioned by stress of weather or other causes and from shipwreck. Under all the circumstances of the case he did not hesitate to recommend the acceptance of the contract as one fully justified, and as tending largely to the advantage of the mercantile community.

Mr. RATHBONE, in moving that this contract be not confirmed for the present, for it was delay that was sought, wished to say that he and those who agreed with him felt no want of confidence in the Secretary to the Treasury; they acknowledged his anxiety for the public purse and his desire for the promotion of trade. The hon. gentleman had met the representations which had been addressed to him in a candid spirit, he had withdrawn one contract and accepted modifications in another, and the very fact that he had done so showed how necessary it was that when a question of such difficulty, of such wide bearings, and important consequences to the trade of the country was proposed, there should be no undue haste, but that ample time should be given for its consideration. The original contract was made on the 9th of November, 1867, before the Government had time to receive representations on the subject of the great improvidence which was being shown. It was made for twelve years at a period when the greatest improvements were being effected in the construction of steamers, and when there was every prospect of the mails being carried with increased celerity. When the contract was made the main sources of revenue contemplated by the company and the Government were the mails and passengers. The quantity of goods carried was small, but the opening of the Suez Canal made an enormous difference in that respect. It was notorious to every one acquainted with the shipping trade that if such a contract had to be made now it would be made at enormously reduced rates. The company had got largely overpaid for the work. Would the hon. gentleman who said "No" stake his reputation on the assertion that if this contract were abrogated it would not be taken up at greatly reduced rates? He ventured to think that when the company asked to be relieved from the stipulations in order to be enabled to compete with private companies, the Government were bound to see that the country should obtain such a reduction in the subsidy as would be equivalent to the relaxation they might grant. If they relaxed the stipulations without reducing the subsidy, the taxpayer would be unfairly burdened, and the company would have a surplus fund which it could use to suppress competition. The Government ought not to hurry through at the end of the Session without sufficient consideration a contract which, while it did not give the public the benefits to which it was entitled, would inflict a great injury on the shipping interest. As to the argument that different Postmasters-General under different Governments had all taken the same course, it must be remembered that Postmasters-General were often not selected for their great knowledge of mercantile affairs, and were naturally at the mercy of the permanent officials of the department, whose bias had for years been far too much in favour of contractors, and far too little in favour of the public interest. The hon. member illustrated the want of vigilance and care shown on behalf of the public by the case of the West India and Brazil contracts, in respect to which a new contract of a most improvident description was precipitately entered into. A practical man of business had told him that he would have been glad to carry out for £12,000 the service for which the Government had given £32,000. With regard to the manner in which the P. and O. Company had done their work, the hon. member maintained that they could have done it a great deal better if they had chosen, and that they ought to have gone faster considering the great improvements which had been made in connection with steamboats. They had been beaten in the most extraordinary way by private traders. The private trade were unable to see what were the full bearings of that contract until further time was given for its consideration; and the Government ought not to make a contract and tie it round their necks for another five years and a half without more carefully going into the subject. Marseilles, Trieste, and similar places had become more than heretofore the centres of trade; and it was only by the enterprise of our active traders that so large a portion of the traffic through the Suez Canal had been retained for this country under great disadvantages. Those men very fairly said that before a contract was made which would enable a large monopoly greatly to injure if not to ruin them, the Government ought to obtain for the country some commensurate advantage. He hoped the Government would withdraw the contract till next Session, or, at all events, that it would only be allowed to run till the 1st of March, in order to give time to the commercial interest to

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ascertain its true character and effect. He begged to move that the contract be not confirmed.

Mr. Anderson seconded the amendment. It was most unlikely that the P. and O. Company would propose to sacrifice £20,000 a year of their subsidy without receiving some greater advantage to themselves. If the Government consented to a change in the contract, they should have stipulated for a much larger concession from the company. He hoped the Government would not press forward the contract this Session.

Mr. Samuda thought the only course open to the House was that recommended by the Secretary to the Treasury. It had been said that the subsidy alone was sufficient without the carriage of mails and passengers. But to disprove this it was only necessary to state that the P. and O. Company had never paid more than 6 per cent. since they entered into this contract, while last year and on a previous occasion they paid only 5 per cent. Statements of that kind were most misleading. He wished to call attention to another fact which appeared to be lost sight of—namely, that it was not proposed that any variation should be made in respect of the carriage of the mails between this country and India. The only alteration suggested had reference to slow or water-borne traffic; but, whether as regarded the fast mails or the slow, the proposal made to the company would confer a great advantage on the public. It should be borne in mind that the existing contract was one which must last for six years. What was asked was that while the really valuable portion of the service should be carried through Egypt, as it now was, permission should be given to carry the heavy portion of it through the canal, instead of, as heretofore, by railway, not a single passenger, however, being prevented from travelling overland if he thought fit to do so. The company went further, they offered to accelerate the mails and to make concessions in the matter of fines. If they were deprived of the contract after serving the country for twenty-five years, the result would be that having received only 5 or 6 per cent. for their expenditure their property would be depreciated in value to the extent of the dividends they had paid for over twenty years. He hoped that on the recommendation of rivals in the trade a course such as that suggested, which would be at once short-sighted and unjust, would not be adopted.

Mr. Dodson had no feeling for or against the P. and O. or any other Steampacket Company. His only anxiety was that that should be done which was best for the public service. The hon. member who had just sat down had spoken of the advantages to accrue from the proposed contract, but he thought they ought to be very cautious before they came to the conclusion that the country would derive any advantage under it. The right hon. gentleman proceeded to criticise the present contract, and pointed out what, he contended, were omissions in it, remarking that the advantages which the P. and O. Company professed to give the country in exchange for the relaxations in their favour in the new contracts were insufficient. It was not in the power of the Government to terminate the existing contract until the year 1880, but the Treasury had the power, and he contended it was their duty to make the best terms possible with the company at a time when they asked for a concession which would in no way facilitate the carrying of the mails, for which purpose the subsidy was granted.

The Chancellor of the Exchequer regretted that the Postmaster-General was unable to be present. The right hon. gentleman had declared that there were fourteen grave blunders in the contract. It had been remodelled, and he would admit that there was an improvement in the form in which it now stood. The Government acknowledged the fairness with which the hon. member (Mr. Rathbone) and others had called attention to the necessity of some changes, but when the right hon. gentleman spoke of certain omissions in the contract he wished to remind him that they would have been cured by the time-table. This was a contract by which Parliament was bound for five years. During that time the mail service was secured by contract with a respectable and responsible company. It was a question, no doubt, whether, if they were going to enter into a new contract at the present time, the Government could not obtain better terms, but this was beside the question, because the Government were bound by the existing contract. The position of the company was this, that whereas it formerly relied on its ordinary trade, its passengers and cargo, to enable it to make its profit, the company now found itself so hampered by its contract that it could not avail itself of the natural and more advantageous route which it would prefer to take. Although some of the company's ships went through the Canal yet others were bound to go by way of Alexandria. The company were told by hon. gentlemen opposite and those whom they represented that the company were asking for a favour to themselves, and that they ought to give the State a share in the advantage. The company rejoined that they did not desire to take all the benefit, and that they were ready to give some advantage to the public. They were ready to undertake that the voyage, or a portion of it, should be made in a much shorter time than at present. They were also ready to undertake that the mail service outwards should be performed in twenty-four hours less time. Lastly, they undertook to accept a reduction of something like £20,000 a year from what they now received. There were also some small further sums of about £4,000 a year which they were willing to give up. The company, therefore, said, "Relieve us from the disadvantage that now presses upon us and we will give you an accelerated service and accept a reduction of £24,000 a year in the amount now payable for the remainder of the term during which the contract has to run." It was difficult to see why the Government should refuse this offer. The owners of private steamers represented that this change would place them at a disadvantage, because the company were thus the better enabled to compete with them. That was an argument which it appeared to him was difficult to maintain in that House. Another argument was that the Government were asked to give the company so much that they ought to get more from them in return. Looking at the matter from the point of view which he had endeavoured to lay before the House, he did not think they ought to look upon the company's difficulty as the public opportunity. The terms on the whole were, in his opinion, the best which the country was likely to get, and, therefore, he hoped the House would assent to the decision at which the Government had arrived.

Dr. Playfair (the late Postmaster-General) pointed out that the mail steamers had precedence over all other vessels passing through the Suez Canal, and that the effect of any undue preference in the case of the P. and O. Company would be to drive all the light and fast ships out of the trade in that direction up to 1880, and to substitute for them slow and heavy vessels. He also contended that while the contract of 1870 gave security that the whole of the journey from Brindisi to Alexandria would be performed at the rate of eleven knots an hour, there was in the present no security for the average rate of speed, while that of the original contract had been decreased. They were allowing the mails to lag behind cargo, and giving the preference to cargoes and passengers. The contract was made upon the understanding that the company was not to use the Canal. He intended to vote in favour of the delay, because the request was a reasonable one, because the contract was not thoroughly understood, and because it was presented in an imperfect form.

Mr. Goldney said that the P. and O. Company offered to accelerate the mails by twenty-four hours, and to give the public £24,000 a year on the condition that they should have the same trading facilities as other companies. The request was one which he could not but consider as perfectly reasonable.—Mr. Muntz believed the question to be a very simple one; it really amounted to this—whether for twelve months at all events, and possibly for five years, the public should suffer a loss of £24,000 and the mails be delayed twenty-four hours simply because some private companies might otherwise be interfered with.—Mr. E. Smith said that the question was really whether an entirely new trade should be thrown open to the P. and O. Company, and whether in carrying on that trade they should receive aid and subsidy from the Government. Under the present contract they might, if they liked, use either London or Liverpool instead of Southampton, and he did not, therefore, regard the compensation offered by the company as anything like adequate to the advantage they would receive.—Mr. Childers, while admitting that the original contract was an improvident one, thought that, as there was a distinct assurance that there would be a saving to the public of between £20,000 and £30,000 a year, the arrangement now proposed ought to be approved of by the House.

The House divided, and there voted :—

For the original motion	145
Against it	23
Majority	—122

SUEZ CANAL.—IMPORT DUTIES ON COAL.

(5th.) Mr. Bourke, in answer to Mr. D. Jenkins, said that the Government had received information that the Egyptian Government had, without official notice, levied a duty of 8 per cent. on all coal landed at Port Said and Suez, intended for consumption by steamers passing through the Suez Canal. The Government were advised that the Egyptian Government could legally enforce the payment of the tax.

Monetary and Commercial.

Tenders for £500,000 in bills on India were received on the 5th inst. at the Bank of England. The amounts allotted were —To Calcutta, £454,600; Bombay, £44,400; and Madras, £1,000. Tenders on all Presidencies at 1s. 9¾d. will receive about 10 per cent.; above in full. These figures exhibit a fresh falling off in the demand for remittances to the East.

The Italian "Lloyd's" has been constituted. The five companies which are to form the Association are those of Rubattino, Florio, Trinacria, Peirano, and Lavarello, and they count on the support of the National Bank and the Credito Mobiliare. The new society would have, like the Lloyd of Trieste, its own dockyards for the building and repairing of vessels, and acquire for this purpose the ship engine manufactories of Ansaldo, at Sempierdarena, and of Orlando Brothers at Leghorn. Without neglecting the Levant and the United States of America, the Society would develop its principal activity on the African coast from Alexandria to Algiers, frequent South America from Pernambuco to Buenos Ayres, also the Red Sea and the Indian Ocean, and establish a regular direct line by steamers from Genoa to Singapore, Hong Kong, Yokohama, Calcutta, and Bombay, in the hope that the German goods, which are sent now by Trieste to India, Japan, and China, will take in future the way of Genoa.

The Egyptian Government has for some time back been showing signs of a wish to impose a duty of 8 per cent. on all coals landed at Port Said and Suez for the use of steamers going through the Canal. The duty is now actually imposed, and, in consequence, all the coal agents have determined to add this duty to their price of coals.

At the meeting of the Liverpool Chamber of Commerce last week it was agreed to support the action of Captain Sprye in obtaining the completion of the survey of the route between the port of Rangoon and Western China.

The Great Northern Telegraph Company's traffic receipts for the month of July were, this year, f.410,501; last year, f.271,873. The total traffic receipts from January 1 to July 31 were, this year, f.2,499,909; last year, f.1,722,112.

The market for Bar Silver is weaker, and prices have again declined, fine bars having been sold at 58⅛d. per oz. Mexican Dollars lately arrived have been disposed of at 56⅝d. per oz., showing a decline of ⅛d. per oz.

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ARTICLES OF IMPORT.

Owing principally to the continued absence of speculative inquiry the Produce Markets have been devoid of animation, and prices in many instances are lower. On the other hand, Sugar has been in more request and firmer rates have been paid, and Coffee has been in good demand, and prices have followed an upward movement throughout. Tea has been depressed, and except for finest qualities, prices of all new season's have further declined. The value of Rice has descended to a still lower point, which has induced larger purchases. Sago has been rather dearer, but the market closes quietly. The speculative activity in the markets for Black and White Pepper has subsided, and prices have slightly given way. In other Spices only a moderate business has been done. Other articles show no alteration of importance.

TEA.

Messrs. Capel and Co.'s Circular says :—The chief feature during the past month has been the arrival of the new season's Teas from Hankow and Foochow, which has imparted some interest to our market, and resulted in a fair amount of business at fair to full prices. The quality of the Hankow Teas we consider about equal to that of last year, but the Foochow Teas are inferior.

Hankow Teas.—The first steamer arrived on the 16th ult., and early sales made of good medium to fine kinds were at very high prices, say from 1s. 9d. to 1s. 10d., and 1s. 11d. to 2s., finest kinds selling from 2s. 1d. to 2s. 5d. With further arrivals, and some anxiety to realise, there was soon a decline of 2d. to 3d. per lb. on good medium kinds, and 1d. to 2d. on fine, finest remaining very firm, whilst superfine chops were taken for export from 2s. 7d. to 3s. per lb. The loss of the Gordon Castle has imparted a firmer tone to the market, and there has been latterly a rally of ½d. to 1d. per lb. in the good medium to fine knds. Foo Chow Teas : A few thousand boxes of Pak Lin Teas arrived by mail steamer on the 23rd ultimo, and although the quality was inferior to last year, sold from 2s. to 2s. 3d. per lb., subsequent arrivals have, however, been sold at lower rates from 1s. 9d. to 2s. 2d. per lb. The first direct steamer arrived on the 31st ultimo, and a fair amount of sales have been made at full prices considering the quality ; common to fair kinds have sold from 1s. 2d. to 1s. 5d. per lb., good from 1s. 6d. to 1s. 9d. per lb., fine from 1s. 10d. to 2s., and finest from 2s. 1d. to 2s. 4½d. per lb., but it is not easy to get on at these prices. Oolongs : Some 1,500 boxes have been sold from 2s. to 2s. 2d. per lb., being full rates. We do not hear of any sale of Souchongs. Orange Pekoes : About 2,000 boxes have found buyers from 2s. to 2s. 2d. per lb. for fine quality. Old Season's Teas : Business has chiefly been confined to sales at auction, at rather under previous prices. Siftings from 4½d. to 6d. per lb., broken-leaf 9d. to 10d., fair to good common 11d. to 1s. 0½d., fair 1s. 1d. to 1s. 2d., fine Kaisows, to close invoices, at 1s. 7d. to 1s. 8d. per lb. Black-leaf kinds : Common 10¾d. to 11½d., and 1s. to 1s. 2½d. per lb. for fair to good medium kinds. Canton Teas.—Congous : Sales have been made to some extent from 1s. to 1s. 1½d. for fair, 1s. 2d. to 1s. 4d. for good, and fine 1s. 4½d. to 1s. 6½d. per lb., being ½d. to 1d. per lb. lower. Scented Capers : Several thousand boxes have been sold, at public auction, from 1s. to 1s. 4d. for fair to good quality, showing a further decline of 1d. per lb. Orange Pekoes : Long-leaf kinds have sold from 1s. 1d. to 1s. 4d. per lb. for fair to good kinds, showing a reduction of 1d. per lb. The Macao kinds have been saleable, but at lower prices. Green Teas.—Business has been limited, prices showing no material alteration; the quantity brought to auction has been small.

The stock in the United Kingdom on the 31st ultimo was estimated at 61,664,000 lbs., against 69,573,000 lbs. last year, and the quantity afloat (advices by letter) at 5,738,000 lbs., against 5,529,000 lbs. of China Tea, and 1,115,000 lbs., against 735,000 lbs. of India Tea.

SILK.

Messrs. Waithman, Hogg and Co.'s Circular says :—The improvement in the position of the Silk market, which commenced with the public sales, was only of short duration, and throughout the greater part of the past month we have had a very quiet market. China Silk sold freely during the earlier part of the month at full rates, but the requirements of the trade were soon satisfied, and as the demand subsided prices became weaker, and are now fully 6d. to 1s. per lb. lower. Canton Silk has not attracted any attention, and transactions have been on a very small scale. Japan Silk was in fair demand during the first half of the month, and prices were well maintained, but latterly sales have been more difficult, and a decline of 6d. to 1s. per lb. has taken place. There is no special feature to notice in Bengals and Italians. The deliveries are 5,094 bales, against 4,199 bales in June, and 3,424 bales in May.

	Stocks.		Imports.		Deliveries.	
	July 31, 1873.	July 31, 1874.	Jan. 1 to July 31, 1873.	Jan. 1 to July 31, 1874.	Jan. 1 to July 31, 1873.	Jan. 1 to July 31, 1874.
China	20,182	21,349	11,955	13,159	18,467	20,033
Canton	6,426	5,065	1,644	1,860	5,149	4,379
Japan	6,764	5 775	3,693	5,222	4,595	4,823

Messrs. Durant and Co.'s Circular says :—The deliveries show favourably in comparison with preceding months, although scarcely in proportion to the first two or three weeks, and our total stocks are rather smaller than at this time last year, but importers seem to feel it will require all this increase of delivery to meet the expected importations, and so continue to press their old silk. On the other hand, consumers do not care to add to their stocks, although they must, almost universally, have reduced them to the smallest possible proportions.

COCOANUT OIL.—Ceylon has been in more demand, and has found buyers at £34 15s. to £35 for pipes, and at £35 to £35 10s. for middling to very fine in hogsheads.

COIR GOODS.—At the last sales there was a steady demand for good qualities of Yarn, and firm rates were paid, but common kinds were rather easier. A small quantity of Fibre sold at previous rates.

CAMPHOR has been very firmly held, but a sale has been effected of 200 cases China at 72s. 6d. per cwt.

CUTCH.—There has been a moderate inquiry at steady prices, and about 1,000 boxes Pegue have been sold, fine at 22s. 6d. to 23s., SMandCo. (in papers) at 23s. 6d. to 24s.

DRAGON'S-BLOOD.—A few cases fine Singapore lump have been sold at £7 10s. per cwt.

GAMBIER continues in fair demand, and about 800 bales block have been sold on the spot at 25s. 6d. to 26s., closing at the latter, and for arrival 150 tons near at hand at 24s. 9d. to 25s. Privately fine free cubes have been sold at 42s. 6d.

GALLS.—The market for China is firm ; 200 cases afloat and 100 cases on the spot have been sold at 52s. per cwt., but that price is now refused by holders.

GUMS.—*Benjamin :* Sumatra steady ; Siam steady ; 18 cases offered and retired. *Copal* quiet ; small sales at previous value ; of 172 cases at auction a few sold at 21s. for good hard. *Damar* very dull, but fairly held ; rather large stocks. *Gamboge* quiet ; 32 cases offered and sold at £10 to £10 10s. for middling and fair partly run.

ARTICLES OF EXPORT.

EXPORT OF WOOLLENS TO CHINA AND JAPAN.

The following is Messrs. Hayter and Hayter's Monthly Statement of the estimated Exports of Woollens shipped to China and Japan from London, Liverpool, and Southampton :—

—		Pieces Long Ells.	Pieces Camlets.	Pieces Lastings and Crape Lastings.	Pieces other Worsted and Union Stuffs.	Pieces Spanish Stripes.	Pieces other Woollens.
Shipped to this date during the present year ...	To Hg. Kg.	16,660	12,560	18,690	84,350	4,719	10,065
	„ Shanghai	34,820	33,390	11,990	130,815	19,580	12,033
	„ Japan ...	—	1,410	1,100	80,045	210	4,400
Total		51,480	47,390	31,180	245,210	24,569	26,498
Shipped to the same date last year.....	To Hg. Kg.	12,6[illegible]0	9,170	10,855	27,590	12,865	15,632
	„ Shanghai	27,640	35,270	10,140	251,217	36,830	27,890
	„ Japan ...	—	600	1,040	104,434	100	56,254
Total		40,240	45,040	22,035	383,241	49,795	99,776
Do. 1872	To Hg. Kg.	12,680	7,940	3,494	20,320	6,380	25,969
	„ Shanghai	31,900	26,540	8,130	192,282	22,794	25,361
	„ Japan ...	1,000	1,600	1,326	78,488	252	62,853
Total		45,580	36,080	12,950	291,090	29,426	114,183
Total shipped during the year 1873 ...	To Hg. Kg.	21,200	16,690	12,815	45,110	19,537	26,132
	„ Shanghai	48,140	59,330	18,140	354,972	53,980	33,688
	„ Japan ...	—	840	1,240	150,899	100	86,754
Total		69,340	76,860	32,195	550,981	73,617	146,574
Do. 1872	To Hg. Kg.	17,080	14,890	8,094	37,2[illegible]5	10,183	48,156
	„ Shanghai	60,760	47,570	16,010	335,383	41,848	40,029
	„ Japan ...	1,200	2,610	3,236	146,649	592	159,787
Total		79,040	65,070	27,340	519,257	52,623	247,972
Shipments of this year arrived out as per latest postal accnts	To Hg. Kg.	12,720	7,150	6,780	16,820	2,343	2,070
	„ Shanghai	14,200	15,510	6,320	74,085	9,611	4,884
	„ Japan ...	—	840	200	25,780	--	1,360
Total		26,920	23,500	13,300	116,685	12,154	8,314

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
July31	Braemar Castle (s.) ...	Marshall.....	Foochow & Singapore .	London
31	Bolton Abbey.....	Milligan.....	Akyab	Liverpool
25	Canadienne	Dutel	Manila	Genoa
Aug. 3	Frida	Stevenson	Akyab	London
1	Schleswig Bride	Grainger.....	Singapore	Liverpool
1	Castlemaine	Pugh	Akyab	London
1	Conference	Lawson	Colombo	Do.
July30	Annie Braginton	Smith	Saigon, for Rotterdam	Off Portland
Aug. 4	Janet Cowan	Cuthbert.....	Rangoon	London
	Prince Patrick	—	Rangoon.....	Bremen
	Come Voi	de Boero.....	Do.	Queenstown
July27	Loyola.....	Cartro.....	Maulmain	Bremerhaven
27	Tiber	Lewis	Rangoon	Do.
Aug. 1	Haidee	Stewart	Manila	Liverpool
1	Northampton	McClure.....	Rangoon	Do.
July14	Memnon	Baker	Zebu	San Francisco
	Belted Will	Braithwaite ...	Manila.....	New York
Aug. 4	Cresswell	Smith	Colombo	London
1	Professor	Petersen.....	Rangoon	Falmouth
1	The Foundling	Rutter.....	Do.	Liverpool
July29	Estrella	Otazabel.....	Do.	Bremerhaven
31	Phemie	Lea	Petewan	Flushing
Aug. 3	Bella Gaditana	Brobec	Maulmain	Clyde
3	Stanfield.....	Cummings	Java	Greenock
2	Ortelius	Duinker	Banjoewangie	Texel
3	Axel.....	Bergstrom	Akyab	Antwerp
July27	Alexandra	Burrell	Rangoon	Oporto
Aug. 6	Sumatra (s.)	Raison.....	Java.....	Off Deal
2	Nicoline	Orero	Rangoon	Helvoet
3	Marianne Carlotta ...	Massoni	Akyab	Bordeaux
2	Anton Gunter	Kuhn	Saigon.....	Pauillac
July16	Ada Iredale	Napton	Hiogo	San Francisco

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DEPARTURES.

Date.	Ship.	Captain.	For	From
July31	Glenartney (s.)	Keay	Singapore, China, &c.	London
Aug. 1	Letty Gales	Hedgecock	Colombo	Do.
July20	Hope	Cromar	Java and Singapore	Greenock
29	Costani	Andino	Galle	Cardiff
31	Colombo (s.)	Brown	Colombo, &c.	London
Aug. 1	Marco Polo	Jager	Cardiff & Hong Kong.	Do.
July31	Benedicte	Jansen	Anjer	Cardiff
Aug. 3	Ventus	—	Galle	Do.

See Shipping Postscript and Correspondents' Letters.

VESSELS PASSED SUEZ CANAL.

Date	Steamer.	From	For
Aug. 4	Glencaen	Foochow	London
4	Paris	London	Singp., China, &c.
4	Somerset	Glasgow	Singapore
July 31	Deucalion	China, &c.	London
Aug. 2	Muriel	London	Singapore, &c.
2	Sultan	Do.	Colombo
2	Sirius	Foochow	London

LOADING.

At London.—Steamers via Suez Canal.—For Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Braemer Castle. For Penang, Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Cawdor Castle. For Singapore, Hong Kong, and Shanghai: Glenfalloch. For Penang, Singapore, Hong Kong, and Shanghai: Hong Kong. For Singapore, Batavia, and Cheribon: Banca. For Colombo, &c.: Viceroy, Navarino, Africa.

Sailing Vessels.—For Yokohama and Hiogo: Penrith, Black Prince, Evelyn. For Shanghai: Agnes Muir. For Hong Kong: Windhover, Invincible, Tamesa. For Penang: Glenisla, Ben Nevis. For Singapore: Star of the South. For Colombo: Seawfell, Conference.

At Liverpool.—For Yokohama and Hiogo: Mora. For Penang, Singapore, Hong Kong, and Shanghai: Agamemnon (str.) For Singapore and Manila: Aurrera (str.). For Colombo, &c.: Burmese (str.). For Ceylon, &c.: Alexandra. For Galle: Ellen Munroe. For Batavia and Sourabaya: Emma and Robert. For Batavia Urania.

At Glasgow.—For Singapore: Brisbane (str.). For Manila and Ilo Ilo: Saleta. For Colombo: Emma Ives.

SPOKEN.

Fearless, New York to Shanghai, June 14.
Ottolina, Amsterdam to Batavia, July 18, 46 N., 9 W.
Tim Whiffler, Capel Bay to Manila, 19 N., 125 E.
Amstelstroom, Batavia to Amsterdam, June 2, 30 S., 42 W.
Forest Rights, Ceylon to London, June 17, 35 S., 21 E.
Lambe (?), (Dutch barq.), Batavia to Rotterdam, May 31, 33 S., 36 E.
Insurlim (? Isurium), Ceylon to London, May 23, 29 S., 44 E.
City of Lancaster, Glasgow to Batavia, June 20, 15 S., 34 W.
P. S. R. N. (Svemburg), Batavia to Amsterdam, 51 days out.

FREIGHTS AND CHARTERS.

Berth rates of freights to the Eastern ports continue inactive, and outwards business is very dull, both for ships and steamers. Orders from the rice ports are still in the market for suitable vessels, but there is less inquiry from Manila. Coal freights for Singapore, Penang, and Galle are somewhat lower.

Current Rates of Freight for Vessels on the Berth.

Per Steamers via Suez Canal.—To Yokohama: 60s. weight or meast. To Hiogo: 70s. weight or meast. To Nagasaki: 70s. weight or meast. To Shanghai: 50s. weight, 40s. meast. To Hong Kong: 50s. weight, 40s. meast. To Singapore: 50s. meast. To Penang: 45s. weight, 40s. meast. To Colombo: 45s. weight or meast. To Foochow: 85s. meast. To Chefoo: 90s. meast. To Manila: 85s. weight or meast. To Batavia: 50s. meast. To Cheribon: 60s. meast.

Per Sailing Vessels.—To Yokohama: 35s. weight or meast. To Hiogo: 40s. weight or meast. To Shanghai: 32s. 6d. weight, 25s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 25s. weight or meast. To Penang: 30s. weight or meast. To Colombo: 35s. weight, 25s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Singapore: £27, f.c. To Penang: £27, f.c. To Colombo: £26. To Galle: £20.

From Newport, Cardiff, or Swansea, per ton.—To Hong Kong: (small) 32s. To Singapore: 25s. To Galle: 20s. To Manila: 28s. to 30s. To Batavia: 27s. To Colombo: 25s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Galle: 18s. To Singapore: 21s.

CASUALTIES.

Bahia, July 18.—(Lisbon, Aug. 4).—The Solent, from London to Singapore, with general cargo, has put in here leaking badly, and will discharge for repairs.

Cascaes, Aug. 3.—Made attempt to raise Gordon Castle (str.) with such pumps as were available. Reduced water 2 feet 8 inches below level outside, but tide filling, overflowed the ship. Confidence is felt that with powerful steam pumps the vessel could be raised at next spring tides.

Lisbon, July 31.—A telegram announces that about 300 packages tea, ex Gordon Castle (str.), damaged by salt water, had been picked up by coastguards. Advices from St. Helena state that the Gazelle, Lauer, from Java to Falmouth, which arrived there July —, reports that she was struck by a heavy sea, during which she lost bulwarks and rail from fore rigging to the quarter deck on port side, and a portion of bulwarks on starboard side; she also had upper seams of the stanchions, covering boards, and waterways started, which caused her to make water; the vessel will remain a few days to repair damages.

Advices from St. Helena, July 11, state that the Tennyson, McKinlay, from Batavia to Queenstown, arrived there, 4, leaky.

MISCELLANEOUS.

The Hankow (str.), which put back after being in collision, has nearly completed her discharge; cargo not damaged; will probably be despatched again in ten days.

At St. Helena.—June 23, B.K. Leglise, from Panaroekan, and sailed, 24, for Falmouth; July 2, Charity, Taylor, from Saigon, and sailed for Falmouth; Cato, Vuijk, from Batavia, and sailed, 4, for New York; Jonge Jan, Etz, from Batavia, and sailed, 5, for Rotterdam; 4, Kosmopoliet II., Huizer, from Batavia, and sailed, 5, for Rotterdam; 5, Robertus Hendrikus, Hagevaats, from Macassar, and sailed, 6, for Rotterdam; 9, Maria Elise, Van Deursan, from Batavia, and sailed for Amsterdam; Gazelle, Laeur, from Java, and sailed for Falmouth.

Off St. Helena.—June 27, Labrador, from Batavia, for Rotterdam; Jason, from Java, for Rotterdam; July 2, Medea, from Batavia, for Philadelphia.

At Ascension.—July 5, Lady Cecilia, Wilkinson, from Colombo, and sailed for London; 13, Petronella, Vliadorp, from Batavia, and sailed, 14, for Amsterdam.

Off Ascension.—July 15, N.B.C.F. (A.M.E.), from Batavia, for Amsterdam.

A telegram from Rotterdam announces that the Ortelius, Duinker, which arrived at Texel Aug. 2, from Java, reports having encountered heavy weather, during which she sprung a leak.

A telegram from Shanghai, Aug. 4, announces that the Meikong (str.), ashore at Woosung, had been got off undamaged and proceeded.

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Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street, London, 1874.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 30th July, 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.
HEAD OFFICE—14, Rue Bergere, Paris.
AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).
LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—114, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
Branches in Edinburgh, Calcutta, Bombay, Madras Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

HONG KONG AND SHANGHAI BANKING CORPORATION.

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Reserve Fund, $1,000,000.
COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.
LONDON MANAGER—W. H. Vacher, 32, Lombard-street
BANKERS—London and County Bank.
BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

IMPROVED AND ECONOMIC COOKERY.—Use

LIEBIG COMPANY'S EXTRACT OF MEAT

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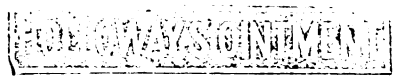
P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.



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THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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Tientsin	JAMES HENDERSON.
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Yokohama	

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THIS HOTEL, situated on the Espinade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steamship lines in and out of Yokohama.

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12, RUE CASTIGLIONE, 12.

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PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot. Cold, Fresh, and Salt-water Baths.

Restaurant, Cafe, and Reading Room with English French and German papers, and the *London and China Express*. Omnibus attends the trains.

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COWASJEE DINSHAW,

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Billiard Tables, all sizes, from 4ft. to 12ft.; Cloths for Tables, 12 × 6, from £4 10s.

Cook (Champion) made the largest break on a B. & W. Table (936).

200 Tables on View.

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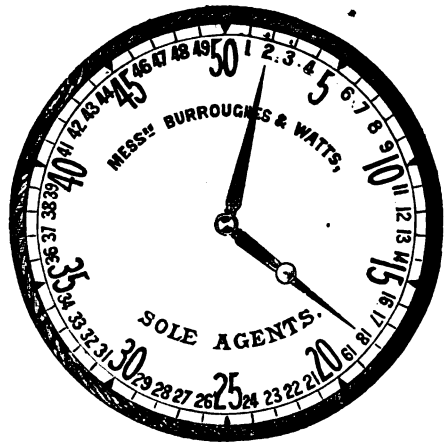
Timber for 2,000 in Stock.

Sole Agents for the Patent Electric Marker, to mark the game from any cushion without moving from the table; the most convenient and best marker in the world, price £10 10s.



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THE PACIFIC MAIL STEAMSHIP COMPANY will despatch their magnificent Steamers of 3,000 tons and upwards, with mails and passengers, twice every month, from San Francisco to Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, and vice versa.

THROUGH FARES FROM ENGLAND, via New York and Panama, to Yokohama, £60; beyond Yokohama, £70. Via Union Pacific Railway, to Yokohama, £73; beyond Yokohama, £83. Best berths in steamers.

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San Francisco, in 18 days from England.
Japan... ... in 38 „ „
China... ... in 44 „ „

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, &c., by the magnificent Steamers of the Pacific Mail Steamship Company.

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LONDON.

	Tons	Brokers.	To Sail
Celæno	702	Wright Bros. & Co.	Aug.
Cawdor Castle, s.s. ..	2,182	Thos. Skinner & Co.	Aug. 12
Hong Kong, s.s. ...	1,215	Norris & Joyner...	Aug. 13
Glenfalloch, s.s. ..	2,126	McGregor, Gow, & Co.	Aug. 25
Star of the South ...	665	Wright Bros. & Co.	Sept. 5
GLASGOW.			
Normanby, s.s. ...	1,290	T. Skinner & Co.	Aug. —
Brisbane, s.s. ...	1,500	„ „	Aug. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. Mac-taggart, Tidman, and Co., 34, Leadenhall-street, E.C.

CHINA TRANS-PACIFIC STEAMSHIP COMPANY.—The Company's steamers VR. VASCO DE GAMA, and another at present building, will leave San Francisco on or about the 20th of every month for Yokohama and Hong Kong.

For through tickets and full information apply to Malcolm, Hudson and Co., 5, Crosby-square, E.C.

OVERLAND ROUTE via MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 a.m., calling at Naples for mails and passengers:—

Ava	August 16	For	Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Iracaddy ...	August 30		
Hoogly ...	Sept. 13		
Peiho ...	Sept. 27		
Mei-Kong ...	Oct. 11		
Sindh ...	Oct. 25		

The Steamers of the 30th August and 27th September and 25th October connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 16th Aug., 13th Sept., and 11th Oct. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
„ Constantinople ... ... „ Saturday, 5 p.m.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. Fletcher and Co., Liverpool; or to Smith and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenfalloch	100 A1	2,126	275	Aug. 25
Glenearn	100 A1	2,120	330	Sept. 15
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Glengyle	100 A1	1,676	200	To follow
Glencagles	100 A1	2,120	330	New boat
Glenfinlas	100 A1	2,120	330	To follow
Glenartney	100 A1	2,106	330	To follow

For terms of Freight and Passage apply to McGregor, Gow, and Co., No. 1, East India-avenue, London.

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Singap., Bat., & Cheribon.	Banca, s.s. (new).....	A1	S.W.I.D.	With des.
Hong Kong..	Windhover...	A1 16 yr.	S.W.I.D.	With des.
Yokohama & Hiogo	Evelyn	A1 13 yr	S.W.I.D.	With des.

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With despatch.

FOR HONG KONG, the well-known favourite clipper INVINCIBLE, A1 13 years, 657 tons register, E. BRAITHWAITE, Commander; South West India Docks.

For Freight apply to Shaw, Maxton, and Co., 2, Royal Exchange-buildings, London, E.C.

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With quick despatch.

FOR YOKOHAMA AND HIOGO, the favourite composite clipper ship, BLACK PRINCE, A1 17 years, 750 tons register; W. INGLIS, Commander; East India Docks.

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CASTLE LINE OF STEAM PACKETS FROM LONDON.—For SINGAPORE, HONG KONG, SHANGHAI, YOKOHAMA, and HIOGO.—Last shipping day, 24th August. To sail on 26th August, full or not full. The magnificent Clyde-built steamship BRAEMAR CASTLE, 100 A1, 2,182 tons register, 300-horse power nominal, A. MARSHALL, Commander, now loading in the South West India Dock. This well-known steamer has accommodation for a few first-class passengers.

Apply to Thomas Skinner and Co., 5, East India-avenue, E.C.

CHINA.

THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Tamesa	A1 16 yr.	E.I.D.	With des.
Hong Kong	Miako.....	A1 16 yr.	E.I.D	To follow
Shanghai ...	Agnes Muir..	AA1	E.I.D.	With des.

Apply to Killick, Martin, and Co., 10, George-yard, Lombard-street, E.C.

THE CHINA LINE OF STEAMERS, via the SUEZ CANAL, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates, at shippers' risk; last shipping day, 14th August; the favourite full-powered screw steamer HONG KONG, 100 A1, 1,221 tons register, 200-horse power nominal; W. G. COMLEY, Commander; South West India Docks. This favourite steamer, one of the fastest in the trade, has elegant accommodation for first-class passengers, replete with every comfort.

For Freight or Passage, apply to the Owners, Watts, Milburn, and Co., 85, Gracechurch-street, E.C.; or to Norris and Joyner, 126, Bishopsgate-street Within (corner of Cornhill).

Will be followed by the "Naukin," s.s.

Printed for the Proprietors by Woodfall and Kinder, Milford-lane, Strand, W.C., and published by James West, at the Office of the "London and China Telegraph," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, August 10, 1874.

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VIA BRINDISI.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 572.] LONDON, MONDAY, AUGUST 17, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Aug. 17.
JAPAN—Yokohama	—	—	June 24
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki			
CHINA—Peking	—	—	„ 20
Tien-tsin			
Chefoo			
New-chwang			
Hankow	—	—	„ 22
Kiu-kiang			
Chin-kiang			
Shanghai	May 15	June 27	„ 27
Ningpo			
Foochow			
Formosa			
Amoy	—	—	„ 29
Swatow			
Hong Kong	„ 29	July 3	July 4
Canton			
Macao			
PHILIPPINES—			
Manila			
COCHIN-CHINA			
Saigon			
SIAM — Bangkok			
BORNEO—			
Labuan			
Sarawak			
JAVA — Batavia	—	—	July 4
Samarang			
Sourabaya			
MALACCA STRAITS—			
Singapore	June 12	„ 11	„ 11
Penang	—	—	„ 13
CEYLON—			
Galle			
Colombo	—	—	„ 22

THE MAILS, &c.

The P. and O. mail, with advices dated as above, was delivered, *via* Brindisi, this morning, its due date. The next inward (French) mail, with dates Yokohama, 1st; Shanghai, 5th; Hong Kong, 11th; Singapore, 20th July, which is due, *via* Marseilles, on Monday next, the 24th inst., left Suez on the 13th inst., one day early.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Malta*, arrived Aug. 12.—None.

To Venice.—From Shanghai: Mr. W. H. Carter, Mr. R. S. Gundry. From Hong Kong: Mr. F. Schutze, Mr. S. Hememann. From Ceylon: Mr. J. A. Boyle, Mr. Hedges.

To Southampton, per P. and O. steamer *Venetia*, expected to arrive Aug. 24.—From Shanghai: Mr. and Mrs. Monro, Mr. and Mrs. Quin, Miss Mackenzie. From Hong Kong: Capt. Crawford, Lieut W. T. Anderson, Sub.-Lieut. A. Foster, Mrs. Jackson, child, and servant, Mr. Arthur, Mr. G. Munro, Mr. J. Kitcher, Mr. J. Honnell, Mr. G. Roseberry, Mr. C. Dennison. From Singapore: Mr. W. H. G. Webb, Mr. R. Forsyth. From Galle: Mr. and Mrs. Sinclair and two children, Lieut. A. F. Turner, R.N., Mr. A. Crabbe.

PASSENGERS OUTWARD.

Per French steamer *Ava*, Aug. 16 (booked from London).—To Yokohama: Mr. Arentz, Mr. Vacher, Mr. Delacroise, Mr. Chimizon, Mr. Tissarand, Mr. Picard, Mr. and Mrs. Jaussen, Mr. Date, Mr. Chenet, Mr. Berrick, Mr. Georges, Mr. Mercier, Mr. Michand. To Hong Kong: Mr. Smith. To Shanghai. Mr. Davey, Mr. Kirk. To Singapore: Mr. and Mrs. Genu and child, Mr. Pedro Torra, Mr. Marsh.

Per French steamer *Irawaddy*, Aug. 30 (booked from London).—To Yokohama: Mr. and Mrs. O. Voigh. To Galle: Mr. Ridley. To Batavia: Mr. B A. Bergendakes.

Per French steamer *Hooghly*, Sept. 13 (booked from London).—To Shanghai: Mr. and Mrs. Hall. To Singapore: Mr. Riechmann. To Hong Kong: Mr. Hulse, Mr. Pearson, Mr. W. Wilson. To Batavia: Mr. Fraser.

Per French steamer *Peiho*, Sept. 27 (booked from London).—To Hong Kong: Mrs. Deane, Miss Deane, Miss Lechler, Miss Peter, Miss Sness. To Batavia: Mr. and Mrs. Oosteron and two children, Mr. and Mrs. van der Leuw.

Per French steamer *Meikong*, Oct. 11 (booked from London).—To Shanghai: Mrs. Seward. To Galle: Mr. Karslake, Mr. Cross.

Per P. and O. steamer *Nizam*, from Southampton, Aug. 20.—To Shanghai (*via* Bombay): Dr. W. Valentinez, Dr. C. Adolf, Mr. Kardaetz, Dr. E. Reimann, Mr. F. Deickmille, Mr. Eschke.

Per P. and O. steamer *Khiva*, from Southampton, Aug. 27.—To Hong Kong: Miss Neale and servant, Mr. Albert Leigh. To Ceylon: Mr. C. J. D. A. Cole, Mr. A. G. and Mrs. Thomson.

Per P. and O. steamer from Southampton, Sept. 10.—To Hong Kong: Mr. Legge. To Singapore: Mr. J. W. Withan. To Ceylon: Mr. R. W. D. Moir, Mr. Dashwood.

Per P. and O. steamer from Southampton, Sept. 24.—To Ceylon: Mr. E. A. Marras

Per *Hong Kong* (str.).—To Shanghai: Mr. Edward Wells, wife, and child, Mr. Robt. Cheetham, Miss M. Consterdine, Capt. George Fullerton and son, Mr. John Ramsay. To Hong Kong: Mr. Jas. G. Cullen, Mrs. Ellen Morrison, Mr. William Manson, Mr. Geo. Nicholson, Mr. Robt. Fairman, Mr. Niels Petersen, Mr. Oscar Jochinnsen. To Singapore: Mrs. Cameron, two children, and nurse, Miss Jane Webb, Mr. Samuel Wallis, wife, and child. To Penang: Mr. T. D. Hewett, Mrs. Hewett, Mr. Robt. Hewett, and five children, Mrs. E. Marshall and two children.

Summary of News from the Far East.

CHINA.

SHANGHAI.

The dates by this mail are to the 28th June. The London mail of 15th May arrived out on 27th June. The following summary is from the *North China Herald*:—

A rumour is current that a Chinese gunboat had left Shanghai with troops for the South. It appears to be due to the fact that two gunboats went down river, one of which returned after saluting the Japanese vessel, while the other presumably went on to join the three war vessels anchored at Woosung. At the city yamens it was reported that they were all under orders for the south, but we have been unable to get the report confirmed.

Some excitement has been caused by the arrival of the Japanese man-of-war *Nisshin-kan*, a barque-rigged corvette. This vessel is said to have come from Formosa *via* Amoy, and to have brought as passengers four officers of high military and naval command, who are on a mission to China in connection with the situation in Formosa. Thus much we have been able to gather indirectly; for the Japanese themselves, both on board the corvette and at the Consulate, decline to give the slightest information even as to whence the vessel has come. The head of the Mission holds rank as Admiral, and appears to be second to Saigo, the commander-in-chief of the expedition; and his principal coadjutor on this visit is the Japanese Consul at Amoy. The Japanese Minister is still in Shanghai, and the Taoutai and Mixed Court Magistrate called at the Consulate to exchange civilities. A Chinese gunboat also went down river and anchored opposite the *Nisshin-kan*, when salutes of twenty-one guns were fired by each. It is difficult to know what the object of the present Mission can be, since no reply, it is said, has yet been received to the Tsung-li Yamen's despatch to Yedo, requiring the withdrawal of the Japanese forces, and asserting the rights of China over the invested territory, and since a Chinese Commissioner has only just reached Formosa accredited with powers to treat for their retirement.

We have received a copy of a special report addressed by the French Municipal Council to the electors, regarding the late riot. It gives a history of the Ningpo Pagoda land, and of the streets which were the subject of dispute. In the French Settlement, as in this, Chinese cannot hold property. The Ningpo Guild, therefore, own the Josshouse by tolerance only. The land was once registered in the name of M. Victor Edan, and during his nominal ownership the streets were marked out. He subsequently gave it up, and the guild have been allowed to remain in possession; but the Council contend that they cannot resist appropriations formally made during M. Edan's ownership. Further, the Council had two especial reasons for declining the request to close the roads. One was a desire that, on principle, the guild should remove their dead to a cemetery without the concession; the other, an apprehension that, if the Ningpo guild's request were admitted, similar claims might be put forward by the Fohkien Guild, who used to have a Josshouse

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near the French Municipal Hall. The latter apprehension seems rather far-fetched; at any rate, the answer might have been sufficiently decisive to prevent a second reference. The principle that cemeteries should be removed as far as possible from habitations is, of course, sound; but it is so long since interments have been made in the Ningpo burying ground that it may be doubted whether there would be any sanitary gain from the removal of the existing relics. The legal right of the Council to the roads was never in question, so much as the discretion of insisting on an unpopular line of road that was really not essential, when a good alternative line was proposed.

We are glad to see that the Wind Instrument Society purpose continuing, this season, in the Public Garden, the entertainments to which they have now for several years accustomed us to look forward. The first performance was given on Wednesday evening. There was some fear that the qualifying clause, "weather permitting," in the programme would render all the rest inoperative; but though a little rain fell about seven, and a thunderstorm seemed imminent, that not unwelcome visitation was postponed sufficiently long to permit the enjoyment of the promised treat. The night was hot and oppressive, and urged many to seek the cool promenade by the river, so that the Gardens were well filled. The music was excellent, particularly the operatic selections; and the concluding "Hongkew Tramway Galop," a gay and effective composition, brought down—the rain. The elevation of the Band Stand a few feet appeared to be an improvement acoustically as well as æsthetically, while we believe it adds to the comfort of the performers—no small consideration, seeing we are so much indebted to them.

The absence of a few of the intended recipients, and the paying up by the remainder, reduced the sixty-one summonses issued against unregistered British subjects, to the odd "one," on the day they were made returnable. And even this "one" proved a blunder. The defendant, Mr. How, did not appear, and the case was adjourned for the evidence of H.M. Consul. In the meantime, it was discovered that Mr. How had paid the tax on Saturday; but that, owing to some inadvertence, the payment was not made known at the Registration office, or the proceedings of Monday would have been avoided.

Mr. D. M. Henderson, the Chief Engineer to the Customs, left for Chefoo, and will at once go on to the Shantung Promontory in the *Feihoo*, to forward the work of the lighthouse. He intends, as soon as possible after landing, to start a temporary light of the sixth order, which will show a fixed bright light, visible about seven miles in clear weather.

Our Peking correspondent notes the efforts of the Chinese to work back to the old system of repelling Foreign Ministers from Peking. The Austrian, Japanese and Peruvian treaties have all been negotiated away from Peking; and the Japanese Minister is at present detained at Shanghai, negotiating with provincial officials.

A new mission church has been opened at Tse-kee, near Ningpo.

The steamers *Kiangsi* and *Ping On* have been chartered by the Trans-Pacific Steamship Company to run between Shanghai and the Japan ports. The *Ping On* left Nagasaki on Tuesday night for Hiogo and Yokohama, taking freight in connection with the s.s. *Altona* for San Francisco, to be transhipped at Yokohama. The *Kiangsi* arrived here from Shanghai on Tuesdap morning and was promptly despatched to the same ports as the *Ping On*. She will connect with the *Vasco de Gama*, which arrived in Yokohama on the evening of the 5th inst. We hear the s.s. *Shinking* is intended to run the same route for the same company.

We believe that George Oxlade, lately a telegraphic agent here, whose hasty departure from among us naturally excited much comment, and whose non-capture by the police was explained by the idea that he had gone direct to Manila, to which there is no telegraph,—really made his exit from us *via* Yokohama. Thence he went to San Francisco, where he was met by a gentleman who knew him well in Shanghai. He had gone there, and was continuing to pass under an assumed name.

In his despatch about the Woosung Bar, Prince Kung quotes from the report of the Southern Superintendent of Trade, who had examined the Bar. This document runs as follows:—The foreign merchants now wish to dredge out a space of 1,700 yards long, by a hundred yards wide, so as to make a way for the heaviest steamers to get through. But seeing that the channel [in the Yangtsze], outside the Hwangpoo, is constantly silting up, making an obstruction like a bar put across a door, and that inside there is another too, it all plainly shows that, although we see such a broad expanse of river, still, as the big ships when they come to the spot are obliged to go in a tortuous channel like a thread, we may fairly call this bar a defence made by Heaven itself for our protection.

Since foreign trade has begun at our ports no foreign nation has tried to prevent our taking measures for our defence, and to place guard stations on the frontier. Each of our arsenals now make war steamers and military arms in all respects like those of the West, for since the treaties were arranged we put no hindrances in each other's way. If we proceed as has been done at Tientsin, then the forts at Shanghai should therefore also be repaired as soon as convenient, and placed as they once were; and this bank is a feature of the place of the utmost importance in this point of view, which it is not well lightly to disturb.

It appears, further, that, if we clear this passage, the places along each shore called Kan-hoi dyke, and Yu-chao embankment, will be all washed out and made utterly useless, and the tilled lands will receive much damage. Thus the disadvantages will not be confined to the shipping interests.

The Prince then says:—"On receiving the above report, I (the Prince) have myself examined Article 10 of the Trade Regulations wherein the distribution of lights, buoys, beacons, and the like, at all the ports, and their maintenance is provided for out of the tonnage dues; but no mention is made of dredging the channels. If this proposal was calculated to strengthen amicable relations and benefit trade, so that it was no detriment to either foreign or native shipping, or if it was neither an advantage nor a detriment to native shipping—then we might perhaps arrange how to do it. But this report from the southern superintendent of trade shows that the Woosung Bar is, after all, no great inconvenience to foreigners, while if it is dredged out many serious disadvantages will arise to China, the worst of which is that connected with the position as securing the entrance to the river. All nations governing their own country have the right to take measures to protect and guard it, and each must be the judge as to how it will use this right. Among the details of this right none are more important than self protection, and, in carrying this out, preparations of an army, raising up marines, and building forts, are very prominent. At the entrance of the Woosung river there used to be forts, and now the river has made itself a bank which may be regarded not only as like a bar in a gate, but as a defence placed there by Heaven, and to be taken in the sense of a protection."

HONG KONG.

Our advices from this port are to the 4th July. The French mail of 22nd May and the P. and O. mail May 29 had arrived out. The following summary is from the *China Mail*:—

News has reached this place that the mandarins at Foochow contemplate sending an official here or to your colony for the purchase of 100 bronze guns. The object for which they are to to be bought can be easily imagined. It is also rumoured that the Imperial gunboat *Yung Po* will be shortly despatched to Hong Kong from Foochow to buy gunpowder and other munitions of war. This will give merchants at your port some brisk trade. So you see nothing will give a greater impetus to trade than war. The Chinese are heart and soul against the Japanese, and if the two Powers come to a collision, the struggle will be severe. It is the opinion of many enlightened natives here that the Japanese may prove a very ugly enemy, especially in a naval engagement, a Chinese success in which is almost despaired of.

The Roman Catholic Cathedral was illuminated on the night of the 21st in commemoration of the twenty-eighth anniversary of the elevation of H.H. Pope Pius IX. In answer to a telegram sent to Rome by the Catholic community of Hong Kong, the following answer was received on the 21st:—"Rome, 20th June, 2.55 P.M.—The Holy Father glad at the thought of the faithful European and Chinese of Hong Kong gives them with effusion of heart the Apostolic Blessing.—C. CARDINAL ANTONELLI."

The result of the opposition line of steamers between this port and China has been to materially reduce the price of passage and of freight charges. The last steamer hence of the Pacific Mail line is said to have carried freight at 40 cents per ton, against $7 and $10 per ton some months since. It is also said that the old line is now bringing Chinamen at $12 a head, against $40 heretofore charged.—*S. F. Bulletin.*

The storm which was blowing for the few days preceding the 26th did some damage. In many dwellings and hongs shutters were displaced and windows broken. In Wyndham-street a large tree was torn up at the roots and thrown across the road by the wind. A large junk was capsized near the Water Police boat last night, but fortunately all the people were saved by the police.

The only case before the summary jurisdiction of the Supreme Court on the 26th was a charge of "marine kidnapping" preferred by Messrs. Augustine Heard and Co. against the captain of the *Duna*. Mr. Hodgkins was called to prove that a *buoy* belonging to his firm had been carried away from its moorings, but the captain of the *Duna* strenuously denied that his vessel had dragged at all. Mr. Brereton appeared for plaintiffs, and Mr. Johnson for defendant. The case was decided in favour of the plaintiffs.

Our old friend the *Ajax*, which arrived here from Liverpool this morning, was six months at home receiving thorough overhauling of hull and engines, also new boilers.

There are eight of the P. and O. S. N. Company steamships, viz., *Malwa*, *Venetia*, *Adria*, *Columbian*, *Madras*, *Bombay*, *Orissa*, and *Massalia*, in this harbour at the present time, quite a fleet.

We do not desire to cause any needless alarm, but deem it our duty to note that typhoid fever is stated to be prevalent among the Chinese near West Point. We have heard that there are

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also several Europeans down with the disease. Prevention is always better than cure.

We extremely regret to learn that news has been received, by the mail just in, of the death of Mr. G. F. Buxey, for so long a time a well known and respected resident in this colony, his stay at this port and Canton extending over a period of thirty years. Mr. Buxey left about fifteen months since in a very poor state of health, and the fears of his friends have unfortunately been verified. He died at Bombay on the 15th ult., of paralysis, aged sixty-seven years. Mr. Buxey was a director of several local companies and an active promoter of all public measures. Amongst his co-religionists especially his loss will be deeply mourned, as well as by his many English friends.

The Hong Kong and Whampoa Dock Company are evidently in luck. The P.M.S.S. *Colorado*, of 4,000 tons, was this morning safely docked at Aberdeen, and the *Japan* and *Vancouver* will shortly follow suit. That vessels of such size can now be docked with absolute safety is mainly owing to the foresight of Mr. Duncan, the secretary of the company, he having induced the direction to consent to the Hope Dock being fitted with sliding bilge pieces, so as to save the strain hitherto cast upon vessels of the largest size under the old system of shores. There will be no excuse hereafter for our flagships giving Hong Kong the cold shoulder when repairs are necessary.

We are glad to learn also that the Whampoa Dock is, despite the croakers, well employed. The M.M.S.S. *Donnai* is now undergoing an overhaul there. The *Cassandra*, again, which vessel recently lost her propeller, is being refitted at Kowloong with a new one. Altogether the Dock prospects are "looking up."

The case of Whittall *v.* Bell and others was heard before Chief Justice Smale and a special jury. It was an action brought on account of misrepresentations made by the defendant as directors to the plaintiff concerning the business of the Hong Distillery Company (Limited) when acting for the China Sugar Refinery—an estate of which he was the receiver. After occupying the attention of the Court for three days the case was ultimately adjourned.

The following items are from the *Hong Kong Times*:—

Mr. James Russell (says the *Government Gazette*) has resumed his duties as police magistrate and assistant superintendent of the fire brigade. Mr. Tonnochy (same information) is appointed to act as superintendent of Victoria Gaol until further notice, and Mr. Russell as coroner.

We hear that the Hong Kong, Canton, and Macao Steamboat Company have intimated their intention of renewing for another six months, from the 16th inst., the monthly amount of $2,500 to Kwok-Acheong, not to oppose the company by running his steamers on the same routes as those upon which the company's steamers now run.

Choy Akap, charged with the theft of clothing, and remanded to gaol, waiting his Excellency the Governor's pleasure, with the view, at the request of a mandarin, to his deportation to Canton to answer charges of crime committed in Chinese territory, has saved the authorities further trouble by hanging himself in the gaol on Saturday afternoon (June 20).

H.M.S. *Midge* steamed round the island for trial of engines and boilers on June 23rd. Went out through the Ly-ee-moon Passage 6.30 A.M., returned by East Lamma Channel 10.30 A.M.; a trifling delay occurred in going out through buoy fouling starboard screw, which necessitated the ship letting go an anchor whilst clearing, but she got well away by seven. A fresh breeze sprung up outside, and the trial of engines and boilers under the superintendence of Inspector of Machinery of Dockyard was considered on the whole satisfactory. The *Midge* remains here till Thursday, and will probably sail about noon for Nagasaki.

Most unmistakably we had a shock or shocks of earthquake, yesterday morning, June 23rd. At twenty-three minutes past nine, while seated in our "*sanctum sanctorum*," a trepidation was felt, followed by a rumbling, vibrating noise, which caused us to bend low, thinking for some dire offence we were about to find the ceiling, if not roof, coming about our ears. "Boy, boy," and these indispensable luxuries appeared upon the scene. "What for that noise, go see." The boys were scared, went into adjoining rooms and returned, saying, "no can find." Simultaneously from the ~~region below came—not devils~~—printers' devils—but some of our staff, equally alarmed, who affirmed that a large iron imposing slab was seen to shake and the floor above also, and who thought a dire mishap had occurred, and no prospect of the next day's issue. Upon consultation we all agreed it was an earthquake—most unusual—the last we believe being in 1864.

A letter from Amoy, dated the 22nd June says:—Two Japanese vessels of war have been in our port for a day, and put out to sea in compliance with the order of the local mandarins. The Chinese Admiral has been here on a visit to the Foreign Consuls, but was disappointed on finding them all in neutral ground. It is rumoured to-day that 20,000 Chinese soldiers, under the command of the Viceroy of Foochow, left that place for Formosa in twenty-one vessels of war, with the intention of driving the Japanese out of their territory.

The *Chinese Mail* has received from its correspondent at Foochow some important despatches in connection with the Formosan expedition; amongst others, the precis of a communication sent by the Executive Officers of the Chinese Privy Council to Shên Paou Chên, formerly Lieut. Governor of Kiangsi, now superintendent of the Foochow Arsenal, Li Hung Chang, Governor General of Chili, Man Yu, the General commanding in Fokien, Lee Chung Hi, Governor General of Kiangsoo and Kiangsi, and to Li Hioh Nien, Governor General of Fokien and Chekiang. The substance of the despatch is as follows:—

A memorial was received on the 14th May from the Tsungli Yamen, stating that some Japanese war vessels were anchoring off Amoy, and requesting that high officers might be appointed to make observation. The despatch continues:—"Now when the Japanese Ambassador was here last year to satisfy the treaties, nothing was said about the place of the Formosan aborigines. But now they have suddenly sent out an expedition to Fokien on the plea of borrowing a place to exercise their soldiers; in this, however, their intentions are bad. According to a despatch received from the English Minister it is clear that the Japanese intend to have something to do with the aborigines, and in this opinion we are confirmed by the report of the Superintendent of Trade of the North and South, who represents a similar state of things. As this affair will involve international questions, it is necessary that precautionary measures should be at once taken so as to prevent the breaking out of hostilities. Li Hioh Nien, in failing as yet to have made a report on a matter of this great importance, has caused us a deal of surprise.

"The locality inhabited by the aborigines forms part of the Chinese territory; how, then, can the Japanese be allowed to have an eye to it? The real state of things there now must be reported on, and proper means be devised with a view to being prepared for any emergency. Lee Hioh Nien's duties being comparatively important, he cannot be suddenly withdrawn from his provincial capital. It is therefore commanded that Shen Paou Chen should take command of some vessels of war, and some soldiers, ostensibly on a tour of inspection, and proceed to Formosa, visiting the whole district where the aboriginese are, to make observations. He must not appear hostile either in word or in deed, but must carefully act according to the exigencies of the case. As to the selection of soldiers, he is to confer with General Man and Admiral Lo. As to the aborigines, let any existing disabilities against them be removed whenever possible, and let them be kindly treated and brought under control, so that they may be utilised to our benefit in the protection of our territory, and in the prevention of an invasion from a foreign country. Shen is hereby commanded also to confer with General Man on all matters, according to the exigencies of circumstances, and to ask Imperial sanction before taking any steps.

"The action of the Japanese war vessels after arrival at Fokieu is to be carefully and truthfully reported by Lee Hioh Nien, and Shên Paou Chên. Any general information must be made known from time to time to the Tsung-li Yamen by Lee Hioh Nien and Li Tsung Hi for its consideration. A copy of the original communication (by the Tsung-li Yamen) is herewithforwarded for your information. This is confidentially and separately sent by express courier at the rate of 600 li a day. Respect this. Send a reply on receipt"

PHILIPPINES.

MANILA.

A sale has been made at public auction of 1,651 bars (about 202 piculs) copper from the mines of Muncayan, the price realised being $17.44 per quintal. The purity of the metal is highly spoken of, and calls for a regular exploit of these mines, which would greatly benefit the shareholders and the country.

Amongst the passengers brought on to Hong Kong by the str. *Leon* was H.E. Sr. Don Jose Malcampo Marques de San Rafael, Rear-Admiral of the Navy, and recently appointed to the post of Captain-General of the Philippines. H.E. was accompanied by his wife and three children. The Captain-General was to make his entry into Manila on the 18th, and great preparations were being made to give him a cordial reception.

The *Pampanga*, brought over in tow by the *Yuentszefee*, has safely reached Manila; she is advertised for sale by Messrs. Russell and Sturgis.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings dates to the 11th July. The London mail of 12th June arrived on 11th July. The following summary is from the *Straits Times*:—

His Excellency Sir Andrew Clarke, who left Singapore on the 19th May on a visit to the other Settlements, has decided to prolong his stay at Penang until the end of the present month. Legislative business, therefore, remains in abeyance, and the public have no means of satisfying their curiosity as to the nature of the revelations to be made, or the policy to be adopted on several important questions of deep local interest. Meantime one of these questions, the New Harbour Railway, has been revived before the public, and a number of letters on the subject,

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all anonymous, and nearly all advocating the construction of the railway by the Government, have appeared in our columns, and will be found in the body of this journal. It must not, however, be imagined from these letters that the balance of public feeling here is in favour of the Government making a railway; on the contrary, we imagine that a very determined opposition will be manifested against what seems to us a misappropriation of the colony's funds. We understand the correspondence alluded to in his Excellency the Governor's opening speech will probably be laid before Council at its next meeting, until when, we presume, it will not be made public, and we must content ourselves with the meagre information to be gleaned from other sources as to its purport.

An appeal made to the Supreme Court against the decision of the police magistrate in the case of a house owner who was fined $1,000 in consequence of one of his tenants having opened a gambling establishment, has resulted in the reversal by the Chief Justice of the decision of the lower Court, with a sweeping condemnation of the provisions of the Gaming Houses Ordinance against property owners, and the announcement that in the event of certain questions being raised before him, the Chief Justice will unhesitatingly treat this law as one passed *ultra vires*, being contrary to the law of England and the rights of the subject, and therefore a nullity. This decision will no doubt speedily bring about the repeal of the obnoxious provisions.

Merchants in Java complain loudly, and with reason, of the irregular taxations levied on imported manufactures by the Custom House authorities under the new tariff. The Netherlands Government have abolished the differential duties formerly levied, thus admitting the manufactures of all countries on payment of a uniform duty of six per cent. In working this tariff, however, the Netherlands Indian Government, instead of accepting the market value of the goods at the time of importation as the standard by which to levy the import duty, allow the Customs officials themselves to fix the valuation at a standard to suit their ideas, which are only revised every three months, taking no note of the fluctuations of the market in the meantime. The effect of this is that piece goods worth say $2.50 per piece are taxed upon an imaginary valuation of perhaps $3, thus raising their cost to the merchant three cents per piece beyond their legitimate figure, a rise sufficiently hampering to his sales at any time, but which in face of a falling market may entail upon him serious loss. It is to be hoped, in the interests of trade, that the Netherlands Indian authorities will speedily adopt a more equitable system, failing which, doubtless strong representations will be made in more influential quarters.

Latest advices from Atchin inform us that the Dutch garrison in the Kraton have been harassed by repeated attacks from the Atchinese, who gathered in great numbers in their neighbourhood, but that the Dutch troops had repulsed them, inflicting heavy losses. The garrison was, however, wearied out with hard fighting and incessant watchfulness, and reinforcements are urgently required if they are to maintain their position.

With reference to the missing portion of the crew of the *Charles Auguste*, wrecked in Torres Straits, we are glad to learn from the Java papers that they were picked up by a Swedish ship, and have arrived safely at Cheribon.

The arrivals of steamers *via* the Suez Canal have been the *Ellen Gowan* on the 29th June, *Joseph Dodds* on the 5th inst., *Glamis Castle* on the 6th inst., all from London, and *Priam* on the 10th from Liverpool. The departures homeward have been the *Mongol* on the 28th, *Glaucus* on the 30th ult., *Galatea* on the 3rd inst., *Sirius* on the 4th, and *Crocus* on the 9th, from Foochow; the *Nankin* on the 3rd and *Japan* on the 10th from Hankow,—all for London with teas; the *Achilles* on the 29th ult. and *Deucalion* on the 3rd inst. from Shanghai and Hong Kong for London, and the *Yrurac Bat* on the 4th from Manila for Cadiz and Liverpool.

We regret to hear that H.M.S. *Charybdis* got on a rock off the north end of Pankore Island last week. Some of her guns had to be taken out before she could be got off, and on examination it was found that her false keel was partially carried away.

Commercial Report.

(For dates see first page.)

IMPORTS.

Shanghai.—There has been a fair business transacted during the past fortnight and prices in some instances show an improvement. There has been more demand for 8¼ lbs. Grey Shirtings, and common chops may be quoted two candareens per piece higher; Eagle 8¼ lbs. are only in moderate request at a slight decline; 7 lbs. are in no demand, while 9 10-12 lbs. cloth again show a marked advance on previous quotations. White Shirtings are quiet, and for some makes lower in value. T-Cloths continue to attract attention, with the exception of Mexican 6 lbs., which are difficult of sale. Drills are in better request at improving prices. Fancy Cottons: Velvets, Velveteens, and Blue and White Handkerchiefs have met with some inquiry at rather better rates. There has been an active demand for Long Ells and Spanish Stripes, and the former, especially, have now risen considerably in value. The position of Camlets has also improved. Other descriptions have been comparatively neglected.

Hong Kong and Canton.—Cotton Yarns are more or less depressed. Piece Goods continue at unsatisfactory prices, some little attention having been paid to T-Cloths and Drills without producing any change for the better in values.

Singapore.—The market remains very quiet, and business has been on a moderate scale only. Lately there has been less inquiry for 6 and 7 lbs. T-Cloth, and prices close weaker. Grey Madapollams have declined, sales of 2½ lbs. having been made at $16 to $15½. 8¼ lb. Grey Shirtings are offered freely at $2.25 to $2.22½, but dealers are buying sparingly. Grey Yarn of all counts keeps dull. Stocks generally are ample for the present dull state of the market; 40's Grey and Coloured Yarn, 7 lbs. and 8¼ lbs. Grey Shirtings, light weight T-Cloths and White Shirtings show an increase upon last quarter.

EXPORTS.

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TEA.

Hankow.—Messrs. Drysdale, Ringer, and Co.'s Report, dated 23rd June, says:—We have had a comparatively quiet market since the issue of our last; settlements being 11,039 chests, 17,261 half-chests, and 1,510 boxes; particulars of same being 718 half-chests at 2s. 1½d. per lb., 4,386 half chests and 734 boxes at 1s. 8¼d. to 1s. 11d., 6,620 chests, 7,976 half-chests and 418 boxes at 1s. 5¼d. to 1s. 8d., 4,419 chests, 4,181 half-chests and 358 boxes at 1s. 1¾d. to 1s. 5d. The first crop tea is now pretty well all to hand, the few parcels remaining on offer being of undesirable quality, although held by Teamen for full prices. Late settlements have been made at almost the same high range of price comparatively as was established at the opening, and we consider them quite 1d. to 2d. above safe limits or over the prices at which similar Teas sold at home last year, when they were better in quality. The business of the week comprises sales of Ningchows at Tls. 20 to 29¾, two small parcels realising 33 Tls. Oonfars have ranged from Tls. 20 to 28 for the better Teas, a few very common mixed parcels selling from Tls. 17 to 19. Cheong-sow-kais, Toong-shans and Soong yongs have been quickly bought up at Tls. 20 to 24. Ping-kongs, Wun-kais, &c., selling at Tls. 15 to 21½. Lee-lings have also found ready sale from 18 to 19¾ and several sales of Shuntam-packed are reported at 15 to 15½ Tls. per picul.

Shanghai.—Business in Tea has been pretty brisk during the week at very firm rates. Previous to our last report there was but little disposition to buy to any extent. Supplies not arriving quickly, however, owing to a greater demand springing up in Hankow, buyers have come forward. Settlements, 43,082 chests, Reshipments 7,163 chests: Total 50,235 chests.

Foochow.—Messrs. Westall, Galtons, and Co.'s Weekly Letter says:—A steady daily business continues in this market, and on the whole no alteration can be quoted in rates. Arrivals and settlements for the week are—Congous: Arrivals, 41,450 chests; settlements, 45,317 chests. Souchongs: Arrivals, 1,460 chests; settlements, 2,417 chests. Oolongs: Arrivals, 6,660 half-chests; settlements, 835 chests. Scented Teas: Arrivals, 17,500 boxes; settlements, 14,666 boxes. Souchongs: Settlements for the time of year are small; prices are somewhat irregular, but may be considered fully up to former quotations. Oolongs: Further transactions have taken place for England, but rates show no decline. Flowery Pekoe: Some 800 chests have been taken for England and India; prices are full. Scented Teas find favour, and considerable quantities have changed hands, previous quotations being maintained. The export to Great Britain, the Continent of Europe, and the Cape of Good Hope is 12,129,336 lbs., against 2,159,750 lbs. To Australia, 1,932,660 lbs., against nil last year. Freights: To London, £4 per ton of 40 cubic feet. Exchange: On London, 6 months' sight credits, to-day, 4s. 3¾d.; on Hong Kong, 15 days' sight, private, ¾ to ⅞ per cent. discount.; on Shanghai, 10 days' sight, private, $73¼.

Hong Kong and Canton.—Messrs. Olyphant and Co.'s Circular says:—Tea has not found much favour with purchasers, the quantity really settled being small. Owing to continued depressing advices from London our market has been quiet since date of our last report, and prices have declined for most descriptions. In Congous there has been nothing done except by private contract, under which we hear that several parcels of good common to medium have been settled at reduced rates. Scented Capers: There has not been much inclination shown to buy except at still lower rates, and a considerable portion of the settlements were made prior to date of our last circular, but not till now made public. The bulk of the settlements made during the past fortnight consists of the lower grades at from Tls. 16 to 18. Fine Teas are very scarce, and the stock of Scented Capers now on offer is of very undesirable quality. Scented Orange Pekoes: A few small parcels of choice long leaf have been settled at rather easier prices, although the finest grades are very scarce. The Teas on offer are mostly medium kinds of undesirable character, for which, quality considered, very full prices are demanded. The short leaf kinds have been dealt in at lower rates.

CARGOES AFLOAT.

Woosung Dates.	Name.	From	Cargo—lbs
June 16	Cutty Sark	Hankow	1,270,651
„ 26	Japan (str.)	„	3,000,000
„ 30	Ada	„	988,129
„ 19	Nankin (str.)	„	2,678,544
„ 28	Venetia (P. and O. str.)	Shanghai	1,500,000
July 12	Cathay (P. and O. str.)	„	1,500,000
„ 17	Thermopylae	„	1,200,000
„ 20	Glenlyon (str.)	„	2,000,000
„ 25	James Sheperd	„	1,000,000
June 14	Glenearn (str.)	Foochow	2,247,800
„ 26	Sirius (str.)	„	2,400,000
„ 28	Crocus (str.)	„	2,100,000
July 5	Orion (str.)	„	2,600,000
„ 22	Cheops (str.)	„	1,600,000
„ 28	Ascalon str.	„	1,000,000
Aug 4	Montgomeryshire str.	„	—

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SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company ...	Tls.500 ...	Tls.500 ...	Tls.205 ...	4 p.c.
Shanghai Gas Company ...	100 ...	100 ...	145 ...	12 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	104 ...	12 p.c.
S. Tug and Lighter Company	850 ...	850 ...	550 ...	12 p.c.
French Gas Company	50 ...	50 ...	67 ...	11 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$520 ...	12 p.c.
North China Insurance Co. ...	Tls.1,000 ...	Tls. 300 ...	Tls.360 ...	trien.
North China Steamer Company	100 ...	100 ...	20 ...	
Union S.N. Company	100 ...	100 ...	55 ...	12 p.c.
Yangtaze Ins. Association ...	500 ...	500 ...	700 ...	15 p.c.
Union Insurance Society ...	$5,000 ...	$1,000 ...	$1,550 ...	trien.
China Traders Co. (Limited) ...	1,000 ...	1,000 ...	1,700	$250.p.sh
China and Japan Marine Ins. Co.	Tls. 500 ...	Tls.100 ...	Tls.95 ...	12 p.c.
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$125 ...	12 p.c.
China Fire Insurance Co. ...	500 ...	100 ...	134 ...	12 p.c.
Hongkew Wharf Co.	Tls. 100 ...	Tls. 100 ...	Tls.117 ...	12 p.c.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.	4s. 4d.	4s. 4¼d.	4s. 4¼d.
Shanghai „	5s. 10¼d.	5s. 11d.	5s. 11¼d.
Canton „ ... / Hong Kong „ ... / Macao „ ...	4s. 3¼d.	4s. 3¾d.	
Singapore „	4s. 3½d.	4s. 3¾d.	s. 4d.
Manila „			

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 309½	226
„ Hong Kong	27 to 27¼ dis.	—
Bar silver	Tls. 111.4.0	9 prem.
Mexican dollars	„ 72.9.0	2 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 26 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 37½ per cent. discount.
China Traders' Insurance Company, $700 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 20 per cent. premium.
Hong Kong Fire Insurance Company, $300 prem.
Union Insurance Society (new shares) $60 premium.
China and Japan Marine Insurance Company, Tls. 96 per share.
China Fire Insurance Company, $29 premium.
Victoria Fire Insurance Company, $18 premium
Indo-Chinese Sugar Company, $— dis.
Shanghai Steam Navigation Company.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9d., at Hong Kong 4s. 2¼d.

THE MAILS.

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PRESENT INWARD MAIL.—BRINDISI, AUG. 13.—The P. and O. Company's steamer Malta, with the homeward China mail, arrived here at 1.30, and the mail left at 2.30 A.M. for London.

NEXT INWARD MAIL.—SUEZ, AUG. 13.—The Messageries Maritimes steamer Peiho, with the inward French mails from China and Japan, left here to-day for Marseilles, where she may be expected on the 21st inst.

INWARD MAIL DUE SEPTEMBER 7.—GALLE, AUG. 13.—The Messageries Maritimes steamer Donnai, with the inward French mails from China and Japan, left here to-day for Aden.

OUTWARD MAIL OF JULY 17.—GALLE, AUG. 10.—The Messageries Maritimes steamer Tigre, from Marseilles on the 19th of July, left here to-day for Singapore.

OUTWARD MAIL OF JULY 3.—HONG KONG, AUG. 10.—The French mail from London July 3 arrived out to-day.

OUTWARD MAIL OF JULY 10—HONG KONG AUG. 13.—The P. and O. mail from London July 10 arrived out to-day.

HEAVY PORTION OF LAST INWARD P. AND O. MAIL.—SOUTHAMPTON, AUG. 10.—The P. and O. Company's steamship Zambesi, Captain Cotes, arrived to-day with the heavy India, China, and Australian mails, 86 passengers, £731,549 in specie, and 26,286 packages of cargo, including 24,273 chests of tea for London and 879 chests for New York. She left Shanghai on the 14th of June; Hong Kong, 20th; Singapore, 28th; Penang, 30th; Galle, July 8; Aden, 20th; Suez, 26th; Alexandria, 28th; Malta, August 1; and Gibraltar, 5th.

HEAVY PORTION OF NEXT OUTWARD MAIL.—SOUTHAMPTON, AUG. 13.—The P. and O. Company's steamer Mongolia sailed to-day with the heavy India and China mails, a full general cargo, and specie, &c., value £68,436. The Mongolia takes out 38 first and 56 second-class passengers, and eight proceed by the corresponding steamer from Venice and Brindisi, making a total of 102. She proceeds through the Suez Canal to Madras and Calcutta, passengers for Bombay changing ships at Suez.

LATEST TELEGRAMS.

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CHINA.

HONG KONG, AUG. 13.—Grey Shirtings, 8¼ lbs., $2.45c.; 16-24 water-twist, $1 15c. Tea—Canton, quiet; total exports from China and Japan to the United Kingdom from the 1st of June to date, 71,125,000lb. Exchange on London—six months' bank bills. 4s. 2¼d.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, June 15, Europe; from Liverpool, June 21, Hankow (str.); from New York, 23, John R. Worcester; from London, &c., Aug. 10, Glengyle (str.), Amur, Laughing Wave, Wylo.

At HONG KONG AND CANTON.—From London, July 2, Glenroy (str.); from Liverpool, 3, Ajax (str.); from Swansea, 28, Courier; from New York, 3, New Republic; from London, &c., Aug. 13, Lord of the Isles, Melbrek, Galley of Lorne.

At MANILA.—From Newcastle, Lizzie Iredale.

At SINGAPORE.—From London, June 27, Ellen Gowan (str.); July 5, Joseph Dodds (str.); 6, Glamis Castle (str.); from Liverpool, 10, Priam (str.); from Newcastle, 6, Luzon; from Shields, 10, Sea Star; from London, &c., Aug. 13, Princess Louise, Hector (str.), Buena Ventura, Iphigania.

At PENANG.—From Liverpool, July 7, Priam (str.); from Sunderland, Aug. 12, Margaret Knight.

DEPARTURES.

From SHANGHAI.—For London, June 21, Deucalion (str.).

From FOOCHOW.—For London, June 23, Galatea (str.); 24, Sirius (str.).

From HONG KONG and CANTON.—For London, June 20, Achilles (str.); July 4, Deerhound; for Callao, 28, Camilo Cavour; for London, &c., previous to August 13, Montgomeryshire (str.), Egeria (str.), Glamis Castle.

From SINGAPORE.—For London, June 27, Sylvia; 28, Mongol; 30, Achilles (str.), Glaucus (str.), Lady Hincks; July 3, Nankin; 5, Sirius (str.); 7, Crocus (str.); 9, Japan (str.); for Channel, f.o., 6, Ulva.

From PENANG.—For London, July 6, Deucalion (str.)

VESSELS LOADING.

At SHANGHAI.—For London, Sarpedon (str.), Canton (str.), Lammermuir, Sir Lancelot, Thermopylæ, Dartmouth.

At FOOCHOW.—For London, Montgomeryshire (str.), Cheops (str.),

At HONG KONG and CANTON.—To New York, Kate Carnie.

At SINGAPORE.—For London, Nicola, Tommasseo, John George; for Liverpool, Howden; for Marseilles, Halia; for New York, John Worster.

At PENANG.—For London, Hypatia.

FREIGHTS AND CHARTERS.

At SHANGHAI.—Rates to London are £3 per ton of 50ft. for sailing vessels, and £4 for 40ft. by steamer, (by telegram £3).

At FOOCHOW.—To London, £4 per ton of 40 cubic feet, (by telegram £3 to £3. 10s.)

At HONG KONG AND CANTON.—To London, £3 12s. 6d. per ton of 50 cubic feet. To New York, £3 5s. per ton of 40ft, (by telegram £3).

At SINGAPORE.—To London, £2 5s. to £2 15s.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
June 23	Coulnakyle	London	Yokohama
„ 24	N. Baynton	Bangkok	Falmouth
„ —	Cornelia	Batavia	Rotterdam
„ —	John Bramall	Do.	Do.
„ 25	Rollo	Ilo Ilo	London
„ —	Lichtstraal	Cardiff	Batavia
„ 26	Frank N. Thayer	Do.	Hong Kong
„ —	Eliza Shaw	London	Shanghai
„ —	Contest	New York	Samarang
„ —	Columbus	Cardiff	Batavia
„ —	Elisabeth Nicholn	Manila	England
„ —	Lathley Rich	Cardiff	Hong Kong
„ 27	Julie	Newcastle	Cheribon
„ —	Springfield	Manila	New York
„ 28	Ecgrateia	New York	Sourabaya

SHIPPING POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—Aug. 13, at London, from Foochow, Glaucus (str.); from Shanghai, Achilles (str.); off Deal, from Penang, Cardiganshire; 12, at Falmouth, from Rangoon, Grassmere; from Moulmain, Hartfell; from Akyab, Dolbadern Castle; off Falmouth, from Akyab, for Copenhagen, Adolph Tideman; off the Lizard, from Maulmain, Garelock; from Colombo, Lady Cecilia; 11, at Bremerhaven, from Rangoon, Ava Guiseppe; at Texel, from Rangoon, Corne Voi; at Brouwershaven, from Rangoon, Margaret Pugh; July 24, at San Francisco, from Probolingo, Cuba; 31, at New York, from Ilo Ilo, Anna; at Philadelphia, from Sourabaya, Media; Aug. 14, at London, from Singapore, China, &c., Deucalion (str.); from Foochow and Singapore, Galatea (str.); 13, at Falmouth, from Rangoon, British Princess; from Bassein, Harry Morse; from Sourabaya, B. K. Leglise; from Rangoon, Constantine; from Akyab, Profeta; from Saigon, Berar; from Rangoon, Nimrod; from Bassein, Eurydice; 14, from Rangoon, Lyctha Till, Hindustan; from Akyab, Consiglio, from Rangoon, Fellicina Ferrara; 13, off Falmouth, from Rangoon, for Hamburg, Hermann and Emma; 14, off the Lizard, from Rangoon, for Bremen, Prince Louis; from Rangoon, Carlo Frugone; at Queenstown, from Rangoon, Southern Cross; Veloce; 12, at Brouwershaven, from Rangoon, Nespucci; 14, at Liverpool, from Rangoon, North; 15, at London, from Colombo, Lady Ann; at Falmouth, from Rangoon, Proserpina; from Akyab, City of Vienna; from Rangoon, Marino; Annie Florence; Maori; off the Lizard, from Rangoon, for Amsterdam, S. F. B. Q.; 12, at Cuxhaven, from Rangoon, Dora; Virginia; —, a New York, from Hong Kong, Windward.

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Departures.—August 13, from London, for Shanghai, Agnes Muir; 5, from Cardiff, for Singapore, Verona; 13, from Liverpool, for Yokohama, Montego; July 30, from New York, for Shanghai, Star of the West; Aug. 14, from London, for Yokohama and Hiogo, Penrith; for Singapore, China, &c., Hong Kong (str.); 13, from Cardiff, for Galle, Don Juan; 14, from Shields, for Galle, Nordens Dronning; 11, from Hamburg, for Singapore, Angostura; 15, from London, for Hong Kong, Windhover; from Glasgow, for Batavia, County of Forfar.

Spoken.—Constantine, from Manila, July 25, 34 N., 39 W.; K. P. S. H. Singapore to New York, June 5, 36 S., 20 E.; Q.C.L. (French ship), Ceylon to Bremen, June 21, 78 days out; a British barque, Colombo to Torbay, June 30, 75 days out; P.N.M.F. (Dutch barque), Rotterdam to Sourabaya, Aug. 3, 14 N., 26 W.

Casualties.—Lisbon, Aug. 14.—The Gordon Castle (str.) has been safely towed into the Tagus and beached.

The *Glenearn*, which broke down off Aden, is reported at Gibraltar on the 12th inst., due in London to-day.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

Bovet—On the 15th Aug., at 3, Victoria-street, S.W., the wife of Fritz Bovet, of a son.

Cairns—On the 27th June, at No. 5, Mosque-terrace, Hong Kong, the wife of Capt. R. H. Cairns, of a son.

Crane—On the 27th June, at Leonie Cottage, Singapore, the wife of Charles E. Crane, of a daughter.

Gilfillan—On the 14th Aug., at No. 6, Lyndhurst-road, Hampstead, Mrs. Samuel Gilfillan, of a son.

Quedens—On June 28, at Swatow, the wife of Mr. G. H. Quedens, of a daughter.

Richardson—On the 13th Aug., the wife of George Richardson, Mornington-villas, Bradford, Yorks., of a daughter.

Roberts—On the 28th July, the wife of W. H. Roberts, Agent of the P. and O. Company at Alexandria, of a son.

Silverthorne—On the 16th June, at Shanghai, the wife of Alfred Silverthorne, of a daughter.

MARRIAGES.

Wheatley—Hobson.—On the 12th August, at Salter's Hall Chapel, Islington, by the father of the bride, assisted by the Rev. H. C. Leonard, M.A., Edmund Wheatley, of Tientsin, China, to Sarah Louisa, eldest daughter of the Rev. Jesse Hobson.

Wilson—Marcus.—On the 9th July, at the Parochial House, Singapore, by the Right Rev. Dr. Leturdu, Thomas Downie Wilson, of Glasgow, to Eliza Judith, adopted daughter of Mr. F. H. Marcus, of Singapore.

DEATHS.

De Groote—On June 15, at Yokohama, the Belgian Legation, No. 9, Bluff, by the accidental discharge of a pistol, Albert De Groote, aged 18 years.

Dummett—On the 13th Aug., at 19, Craven-hill, W., William Joseph, in his 21st year, the elder and beloved son of Jeremiah and Amelia Dummett.

Hare—On the 3rd June, at Hong Kong, Herbert Thomas Hare, Civil Engineer, aged 27, the second son of Thomas Hare, of Gosbury-hill, Hook, Surrey.

Hay—On the 29th July, at Marseilles, Eugene Hay.

Pennock—On the 7th July, at Hong Kong, Margaret L. Pennock, wife of Rear-Admiral A. M. Pennock, U.S. Navy.

Rickett—On June 15, at Yokohama, John Cooper, the infant son of John Rickett, Junior, aged 6 months and 4 days.

Williams—On Aug. 5, at Foochow, suddenly, of heart disease, Robert Pennington Williams, of Messrs. David Sassoon, Sons and Co.

THE WOOSUNG BAR AND HONG KONG BLOCKADED.

(To the Editor of the *London and China Telegraph*.)

Sir,—I addressed you a short time ago on the subject of our wants in China, and the matter seems to have attracted attention, both at home and out here. The *Daily News* has republished your article, and now we have the definitive answer of the Chinese Government, refusing to dredge the Woosung Bar, on the ground that it formed one of the natural defences of Shanghai against an enemy. It has been understood here for some time that that was the ground put forward by the Chinese for their inaction. But to anyone acquainted with the local peculiarities of Shanghai this ground of objection seems puerile, and only got up for the occasion. The report of the Chinese inspector (so-called) is evidently written by inspiration from the Peking Government. The forts alluded to have long ceased to exist, and were only mud embankments with openings for guns, but the combination of those forts and Bar did not prevent our men-of-war cruising up the river and capturing the city of Shanghai in 1842; and even if the Bar did prevent men-of-war entering the river, men could be landed at Woosung and march to Shanghai, a distance of only twelve miles. Doubtless this idea of defence is a potent one to the Chinese mind, but I believe a much more potent one is the expense, as I am given to understand that it has been represented to the Chinese Government by their engineers that it would require two steam dredgers, costing £27,000 each, to do the work. I do not, therefore, wonder at their hesitating; but it seems to me that the mechanical talent in England could produce a steam dredger that would accomplish the work at a cost much below £54,000. I would certainly suggest it to their consideration. The most effective would be one similar to those used in the Suez Canal, which would run the mud by a tramway on to the bank of the river instead of putting it into boats and forming a second bar worse than the first.

The Woosung Bar is, however, thrown into the shade at present by the Formosa difficulty. The Chinese are in a regular ferment, and talk about fighting the Japanese and expelling them from Formosa; but, *more sinico*, before fighting have offered to pay the Japanese to go away. They, however, seem to have no intention of leaving the island, and a Japanese corvette entered this port two days ago, it is reported, with an envoy on board to the Chinese authorities. The Japanese refuse point blank to give any information as to where they came from or where they are going to, what they want or intend. At this stage of the affair it is impossible to predict what will be the issue, but it looks very like an intention on the part of the Japanese to establish themselves on the island. The threat of sending their gun-boats from Shanghai and Foochow is not likely to frighten the Japanese much, considering that the Chinese gun-boats are manned by fishermen, coolies, &c., and are usually either commanded by a pilot or comprador. Their fighting usually consists of running below or landing in their boats and bolting. They do not see the fun of being killed when they have wives and families to support, and have no doubt heard from Confucuis or some other sage "that he who fights and runs away may live to fight another day."

On passing through Hong Kong lately I was particularly struck with the low state of English prestige, and the degradation to which the nation has been brought by the Gladstone Government. What did I see? Simply this. The harbour of Hong Kong blockaded by Chinese gunboats, commanded by foreigners, and no Chinese boat allowed to leave or enter the harbour without being boarded and examined, and if the pass issued by *Chinese Custom House officials stationed in Hong Kong* cannot be produced, the Chinese boat is seized and sent to Canton to be condemned. Where, oh where, is the shade of Cromwell or Elizabeth? Would they have allowed a French gun-boat to anchor off Margate, and levy toll on all French vessels entering or leaving the port of London, which is exactly a parallel case? There is no Chinese port where those vessels are stationed, but they are leaving the port of Hong Kong, supposed to be British. It was British, but is so no longer. As these vessels are allowed to perform the duties of revenue cruisers on all Chinese vessels entering or leaving the port of Hong Kong, and levy export and import duties, it must be admitted that Hong Kong is a Chinese and not a British port. I deny altogether that it is a British port while this system exists. A short time ago one of these cruisers chased a junk into the harbour of Hong Kong, and fired upon her under the guns of the fort and men-of-war. The cruiser was seized by the police, or some of her men, and they were brought before the Supreme Court, but released by order of the Governor of Hong Kong, and handed over to the Chinese at Canton. This outrage throws into the shade the celebrated *Arrow* case; but Sir H. Parkes was of a different kidney, and could not see the advantage of allowing his country to be outraged by Chinese. Those gun-boats are all in Hong Kong waters, or British waters, not being half-a-mile from the shore of Hong Kong; are not within eighty or one hundred miles of any Chinese port, therefore have no right to be there at all. Any nation jealous of its independence would station a gun-boat alongside each of those cruisers, and order them to leave within twenty-four hours, or sink them if they attempted to board any vessels leaving the harbour of Hong Kong! How the English Government or authorities can be blinded to the evil effects of this system is a mystery to—

Yours obediently, Shanghai.

Shanghai, June 27, 1874.

Naval and Military.

The arrangements recently made for the recall of the royal marines who have been serving in Japan since November, 1870, are likely to be modified, as we hear it is not deemed advisable entirely to withdraw the force. Should it be decided to keep a battalion at Yokohama for a much longer period, steps will at once be taken to relieve that which is now on service.

We hear that the Chinese Government has expressed a desire for some English naval officer to undertake the organisation of the Chinese Navy, and that Captain Richard E. Tracey, R.N., is likely to be selected for the duty.

A new corvette has been successfully launched from the yard of the Thames Ironworks and Ship-building Company, Blackwall. She is named the Rover, and the ceremony of christening was performed by Miss Milne, daughter of Admiral Sir Alexander Milne, first sea lord of the Admiralty. The Rover is one of the same class as the Volage and Active, but with minor improvements which their trials have suggested. These sister vessels are 270 ft. long, 42 ft. wide, of 2,321 tonnage, and of 4,200 nominal horse-power; while the Rover is 280 ft. long, 43 ft. 6 in. wide, and 2,555 51-94 tonnage. She is built with a straight stem, with embrasures cut in her poop and forecastle to admit of fore and aft fire from her spar deck. Her hull is of iron of the strongest possible construction, with an outer planking of teak, and a novelty is to be tried by affixing zinc sheathing with nails of the same metal, instead of the copper, which is so liable to decomposition from the galvanic action set up when in contact with sea water in the proximity to iron. She is to be armed with sixteen 64-pounder shell guns on the main deck and two 90 cwt. rifled pivot guns on the spar deck, giving an all-round fire. It is expected that the sixteen knots speed of the Active and Volage will be slightly exceeded in the Rover.

A court-martial has been held at Halifax to inquire into the loss of the Niobe, which was wrecked on Miquelon Island. Commodore Boagle and Navigating Lieutenant Deane were the officers tried, and the court decided that no blame could be attached to them. The prisoners were therefore honourably acquitted. The court afterwards highly compli-

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mented the two officers on their praiseworthy efforts to save stores and gear after stranding, and said they left the court without a stain on their characters.

An experiment with submarine mines against the Oberon target ship, with double plated hull, to represent sections of the Hercules, has been made. The charge was 500lbs. of gun-cotton, submerged 48 feet, and fired at 100 feet from the ship's side. No harm was done to the hull, but the condenser of the engines was split, a damage which would interfere with the ship's capacity, if steaming at full power.

The Audacious, the new flag ship for China, having completed her repairs, was put out of dock at Chatham on the 8th inst. She is expected to be completed in her outfit in the course of a few weeks.

The Vigilant, 2, despatch vessel, which is to be sent to the China station, went out of Portsmouth harbour on the 11th inst. for the trial of her machinery.

THE gunboat Teazer, Commander Henry A. Digby, has arrived at Spithead, from China. She will be paid out of commission.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, AUGUST 12.

We are still without a complete Cabinet. The King does not make any haste to return from his trip to Switzerland, and in the meanwhile the late and the future ministers have left the Hague to enjoy elsewhere the pleasures of the season. Thus politics have come to a complete standstill, although the papers are still speculating upon what the policy of the Cabinet *in spe* will be, and how long it will live. Most of them quite agree that its time will be very short, unless the Liberal party listens to the flatteries of the Conservatives and agrees to support the Ministers. I for one should be much surprised if this occurred. There are some who are still of opinion that the King will not approve of the list of the new Cabinet.

The steamer *Sumatra* has arrived from Batavia. No less than fifteen men belonging to the crew have been arrested; they are accused of mutinous conduct during the voyage.

A cremation society is to be organised at the Hague, at least so rumour says, but I doubt the correctness of the statement.

It is most positively asserted that the new screw steamers *Sambas* and *Palembang*, which started some time ago for Java, to reinforce our navy there, are anything but seaworthy.

In some places cases of sporadic cholera have occurred.

Mr. John Lothrop Motley has arrived at the Hague. He is now the guest of Her Majesty.

PORTUGAL.

(FROM OUR OWN CORRESPONDENT.)

LISBON, JULY 31.

The elections took place on the 12th inst. without any disturbances. The Government holds a great majority, only fifteen members belonging to the Opposition, distinguished as *historicos* and *reformistas*, being elected. The total number of the members of the Lower House is one hundred and eight. Those called *regeneradores*, who are the firm supporters of the Government, number forty-five, and the rest of the majority have their chiefs, who are the Marquis of Avila, Balama, Jose Dias Ferreira, and Manoel Vaz. Under these circumstances, as soon as the Marquis of Avila declines to accept any measure of the Government and he influences the votes of his party for the Opposition, the Cabinet will be virtually unable to carry their measures. The Marquis of Avila is the President of the Upper House, and his reputation stands high. The Government accepted nearly almost all the names of the candidates presented by him, and it is not probable, except for some important reason, that the Marquis will oppose the Government. The journals of the Opposition begin to say that there are already some few deputies of the majority who protest against the cabinet, and they hope, at the same time, that the fifteen members of the Opposition will increase on the opening of the Cortes. This may be, but it is evident that the Lower House is composed of two parties, the one being Liberals who are more or less tied to the Monarchical principles, and the other declared republicans. The Miguelite party abandoned the struggle, for they were all convinced that defeat would add to their dishonour.

The last news from the north about the vineyards is bad. The husbandmen complain of the *aidium* and of the *phyloxera*. This is a pity, for hundreds of labourers get their living by the product of the vine grounds, and besides that, wine is an article of great consumption in the provinces amongst the peasants.

The steamer *India*, a Portuguese transport, went to Cardiff to be cleaned, where she arrived on the 23rd. She will return here on the 10th next, loaded with coal, and then will sail to Macao ten days later.

The troops on board consist of two hundred men with five officers; ond hundred and fifty of them being infantry and the rest artillery.

The new Governor of Macao, Mr. Lobo d'Avila, leaves in September by way of France.

The statement that Mr. Caral Ribeiro would replace Mr. Carro in the Colonial Ministry is incorrect.

Miscellaneous.

THE WRECK OF THE "GORDON CASTLE."

Captain Greenwood has forwarded to the Board of Trade the following particulars of the wreck of the splendid screw-steamer *Gordon Castle*, of Glasgow, 1,284 tons, from Woosung on the 11th June. He says:—"We grounded for a short time in the mud coming down from Hankow to Woosung, but came off without damage or straining. After leaving Woosung all went well until we had passed through the Straits of Gibraltar, on the 25th July. On Sunday, the 26th July, at 8 P.M., weather hazy on the horizon, wind N., blowing a strong breeze, the said steamer proceeding at full speed under steam only, I commenced my watch on deck. There was a quarter-master at the wheel, and an A.B. on look-out. At 10. 50 P.M. Cape Roca Light bore E. (true), distant six miles. The master was then on the bridge, and directed a true N. course to be steered, which was N. 30 E. by standard, and N. 14 E. by steering compass. About half-past ten Cape Roca Light became obscured, and the course ordered by the master was steered up to midnight, when I was relieved by the second mate. A few minutes after this course was set, the master went below, and left instructions to be called at 1 A.M. on the 27th, or before that, if the Burling Light was first seen, or should the weather become thick. The weather seaward was perfectly clear, but there was a fog over the land. I went below at midnight, and heard nothing till the ship struck at 2. 15 A.M. of the 27th of July. I at once went on deck and saw a huge rock towering over the bow. I ran forward to see the condition of the ship, and found the bow smashed in, and called out not to go astern with the engines. The tide was then ebbing, and the ship lay still, but falling considerably over to the starboard. Three boats were lowered, and passengers and crew got into them, remaining alongside until daylight, when we all went back to the ship. We broke out about 100 packages of tea (which we landed on the rocks) from the forehold, to enable us to secure the lower hatches. The forehold and forepeak were full of water. As the tide flowed she became more upright, and at about 2.30 P.M. she floated. There was then some water in the mainhold, but I cannot say how much. The captain then called all the men on board, and stated that he intended to take the ship to Lisbon. The passengers were landed at the Burlings, and remained there, and the crew all returned to the ship. Steam was immediately got up, and we proceeded towards Lisbon, steaming full speed, and boats towing alongside. Water coming above forecastle deck, hands were employed in baling it out. Water at this time was fast gaining on the main hold, I should say at the rate of one-and-a-half foot per hour. At seven the steamer *Stag* bore down and stood by us. When nearing Cascaes Bay, as the ship was fast settling by the hand, the forepart of the forecastle deck being level with the water, the master determined to beach her there, and from 8.30 to 8.45 P.M. he ran her aground at Lisbon. Pilot was on board at the time. At 9. P.M. the master went to Lisbon for lighters and assistance. At 1. A.M. on the 28th the engineer reported to me that the ship was fast filling, and that the water was over the stokehole plates. At 1.15 A.M. all hands got into the boats and remained alongside. At 2. A.M. the ship was covered fore and aft. The master returned at 5. P.M. (28th). I remained in charge of the wreck until Friday, 30th July, when the master ordered me to Lisbon, from whence I came to Liverpool in the *Puno* (str.), arriving 8th of August."

THE FORMOSA EXPEDITION.

A correspondent of *The Times* at Yokohama, who signs himself "W. G. H.," writes to that journal, giving an account of the Formosa Expedition. He concludes by giving the following opinion upon the course pursued by the Japanese:—The Cabinet at Yedo is divided. Okuma, Minister of Finance, Okubo, Minister of the Interior, and Shimadzu Saburo, uncle of the ex-Prince of Satsuma, the instigator of the Richardson murder, and now Nadaijin, or second subject in the Empire, are for prosecuting the expedition, while most of the other Ministers are against it. It is said that a reinforcement of 5,000 troops is to be at once sent to Formosa, but the report requires confirmation. The legality of the course taken by the Cabinet at Yedo can hardly be sustained, while it will be difficult, if not impossible, for the Japanese to withdraw without humiliation from the position they have taken up. Should they refuse to do so, war between the two countries can hardly be avoided.

EXTRADITION TREATY WITH THE NETHERLANDS.—The *London Gazette* contains the text of a treaty for the mutual extradition of fugitive criminals entered into between this country and the Netherlands. The crimes for which extradition is to be granted are—1. Murder (including assassination, parricide, infanticide, and poisoning), or attempt to murder. 2. Manslaughter. 3. Counterfeiting or altering money, or uttering counterfeit or altered money. 4. Forgery, counterfeiting or altering of public or private documents, including forgery, counterfeiting or altering of paper money, bank notes, or other public securities. 5. Embezzlement or larceny, comprehending any larceny that by the Netherland penal law is not considered as "vol simple." 6. Obtaining money or goods by false pretences, including the crimes designated in the Netherland penal law as peculation, abstraction or misapplication by bailees or public accountants. 7. Crimes against bankruptcy law which by the Netherland penal law are considered as fraudulent bankruptcy. 8. Perjury. 9. Rape. 10. Arson. Extradition is also to take place for participation in any of the aforesaid crimes, provided such participation be punishable by the laws of both the contracting parties. The ratifications were exchanged at the Hague on the 21st July, and were signed on behalf of Her Majesty by Vice Admiral the Hon. Sir E. A. J. Harris, and by the Netherlands Ministers of Foreign Affairs and Justice on behalf of that country. The treaty will come into force on the 17th inst.

IN reference to the fact of the honour of Knighthood being conferred upon Mr. Mutu Coomara Swamy, of Ceylon, *The Times* remarks that he is a gentleman of distinguished position in his country, his relatives having long been connected by faithful service with the British rule in the East; he is also remarkable as having been the first person who, being neither a Christian nor a Jew, was admitted a barrister of one of our Inns of Court; his "call" bears date January, 1863, at Lincoln's Inn. He has laboured hard in the local Council of Ceylon, and more especially has contributed much towards the success of the experiment now at work in some of our colonies for gradually extending the rights of self-government to the native races. He has also done much towards making the literature of India known to the western world, having published several works relating to Indian and Buddhistic philosophy; and he has given to the public an English translation of an interesting Hindu drama, named *Arichandra*, which he dedicated to the Queen.

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, AUGUST 17, 1874.

THE REPORTED MASSACRE IN COCHIN CHINA.

WE commented some time ago upon a reported massacre of Christian converts and their pastors, which, according to the French Catholic organs, had broken out with great virulence in Cochin China. The accounts then given were accompanied with such a minuteness of detail, and so careful a statement of names, circumstances and places that we could not wholly refuse credit to the story, although we expressed the gravest misgivings on many important points, and, indeed, published the narrative, as the French would say, *sous toute reserve.* Strange to relate, since the date of our article, more than two months back, not a single English newspaper, so far as we are aware, has contained an allusion corroborative of the melancholy news, not a letter has been published, not a telegram forwarded from Hong Kong, Saigon, or Singapore, which tends to throw light upon the announcement made in the columns of our Roman Catholic contemporary; while in the official memorandum submitted on the 18th July last to the French Assembly to explain the circumstances which led to the new treaty with Tongquin, and the reasons in favour of its confirmation, we find the following statement :—"The state of "anarchy which has long prevailed in Tongquin has been "a cause of constant uneasiness to the Christian community, "and to the Missionaries settled in that country. We "have recently had the most sorrowful testimony of the "hatred with which both converts and pastors are pursued "by the population, and of the bad feeling of the local "authorities. Henceforth Spanish and French citizens "will enjoy the right to practise their religion in Annam, "secured by the most serious guarantees, and Annamese "converts will not be disqualified from attending any "public assembly or entering the public service." "We "have recently received the most sorrowful testimony" *(témoignages)*, say the official promoters of the new treaty. Not a word is here dropped from the French Government which confirms the truth of the story. The authorities in Saigon are silent, the telegraph wires have refused to endorse the original sensational news; and the most that can be said in a document carefully drawn up at the Foreign-office in Paris in support of French interference in the affairs of Annam is "that we have recently received most sorrowful testimony." But when we turn to consult the Roman Catholic newspaper which originally put the narrative into circulation, we find that its editor no longer supplies his readers with detailed accounts of particular outrages. Those which were previously described in his columns with a careful statement of times, names, and places, seem to remain unconfirmed by supplementary correspondence. Nor is a word said about the steps which the French would take, and the negotiations they would open, to indemnify the sufferers for such wanton persecution. What we now have is different. It turns out only that the nobles, officials, and Government bachelors are breathing out hostility, and are urging their sovereign to authorise a persecution of native converts and a war with France. The last news is described as "alarming," and a "massacre" seemed "inevitable." We had understood from the former announcement that the "massacre had already taken place," 10,000 native Christians had, so we were assured, "been burnt, drowned, or beheaded," in the space of a few days, and so forth; but now, two months later, we read in our contemporary's columns a translation of a petition which the Government students have addressed to the EMPEROR *asking his sanction* to attack the native Christians, and to drive the French out of his dominions. It would seem then from this that the ruling classes in Cochin China are really embittered, partly against the French missionaries and their flocks, and partly against the terms which France has recently imposed upon the Court at Tongquin, and if their Government would but authorise them, they would gladly break out into hostilities. This is a state of things which every one must deplore, and which must make the missionaries uneasy; but it is very different from the account formerly given, which told how Christian families were being hunted down in the jungles, and whole villages being made over to pillage and conflagration. Had any such occurrences actually taken place the French Government would surely have described them in terms somewhat stronger and more precise than those which we quoted above. In the local hostility and excitement during the present negotiations with France we can readily believe, and it is even quite possible that one or two native converts may have been illused. But it is much to be regretted when any of the organs of a great religious body gives prominence to highly coloured exaggerations which kindle animosity between man and man, besides embittering the strong nation against the weaker, instead of encouraging that peace, goodwill, and reconciliation essential to the development of trade, even if we put it on no higher grounds.

ARCHDEACON GRAY'S COLLECTION.

SOME weeks since we drew attention to the fact that the collection of Chinese articles exhibited at Vienna by the Venerable Archdeacon GRAY had been transferred to the Crystal Palace at Sydenham, and was to be displayed there for the advantage of the public. We are now glad to learn that the collection has been opened out, and that it is most effectively displayed in one of the courts adjoining the well-known Pompeian house and garden. The articles composing the collection are arranged in a series of groups, each in its distinct cabinet. The arrangement is artistic and satisfactory, and reflects great credit upon Dr. DAVID S. PRICE, one of the directors of the company, who arranged the collection. The display is very effective, and without wishing to detract in the slightest degree from the merit of the Chinese Commission at Vienna last year, we have no hesitation in saying that the collection shows to better advantage at the Palace than at Vienna. The collection is now open to the public, and we doubt not that lovers of oriental art, old residents in China, and friends of the Archdeacon, will find in this Chinese Court at the Crystal Palace a new centre of attraction. On the 7th inst. the directors issued invitations for a private view of the collection, and afterwards entertained a party of visitors at luncheon. After luncheon the health of Archdeacon GRAY was proposed in graceful terms by Dr. D. S. PRICE, and the hope expressed by the speaker that he might soon return to England and inspect his own treasures as they now appear at the Palace was cordially echoed by the company. Mr. THOMAS THOMAS returned thanks on behalf of Mr. GRAY, and was charged to convey the thanks of the directors to Mr. GRAY for his interesting contribution. The health of Mr. BOWRA, of the Chinese Vienna Commission, through whose instrumentality the loan of the collection had been obtained, was also proposed by Dr. PRICE, and after a cordial acknowledgment of the courtesy and hospitality of the Crystal Palace directors the party separated.

IN our issue of the 4th inst. we gave a letter from *The Times'* correspondent at Nagasaki upon the subject of the Japanese Expedition to Formosa. On the 7th inst. there appeared in *The Times* a letter upon the same subject from Mr. HENRY GRIBBLE, of Nagasaki, which, to a great extent, is a duplicate of the first communication.

AN Order in Council in the *Gazette* declares the port of Shanghai a foreign port of registry, and lays down the customary regulations respecting the registry of British ships there.

THE honour of knighthood has been conferred upon Mr. MUTU COOMARA SWAMY, a member of the Ceylon Legislative Council.

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OUR TRADE WITH CHINA.

The official returns of our trade with China, exclusive of Shanghai, for the year 1873 have been issued from the Foreign-office, and the following is a summary of the figures :—

TIENTSIN.

The total trade of the port in foreign vessels was £5,901,243 12s., the value of the import and export of treasure was £1,645,101 12s., the direct trade with foriegn countries amounted to £261,792 12s., and the value of the trade with other treaty ports was £5,639,451. The value of direct British trade was £221,925, while the trade under British flag with other treaty ports amounted to £3,169,648 10s.

CHEFOO.

The total trade of the port in foreign vessels (excluding treasure) was £2,411,045, the import and export of treasure was £865,522, the amount of the direct trade with foreign countries was £224,712, and the trade with other treaty ports was £2,186,332. The value of the direct trade with Great Britian and British dependencies was £203,708, and the value of the trade under British flag with other treaty ports was £1,163,233.

NEWCHWANG.

The total trade of the port in foreign vessels was £1,501,666, the value of the treasure imported and exported was £328,739, the direct trade with foreign countries amounted to £208,463, and the trade with other treaty ports was £1,293,203. The value of the direct trade with Great Britain and her dependencies was £198,788, the value of trade under British flag with other treaty ports was £791,129, and the value of the treasure imported and exported from and to Great Britain was £50,332.

HANKOW.

The total trade of the port in foreign vessels was £12.005,893, the value of the import and export of treasure was £1,490,244 6s., the direct trade with foreign countries was £1,326,460 16s., while the trade with other treaty ports was £10,679,432 2s. The value of direct trade with Great Britain and her dependencies was £1,007,964 12s., the value of the imports and exports under British flag with other treaty ports was £2,727,564 6s.

KEWKIANG.

The total trade of the port in foreign vessels amounted to £4,052,755 13s. 4d., the value of the treasure was £657,264 6s. 8d., the trade with other treaty ports amounted to £4,052,755 13s. 4d., and the value of the return of trade under British flag with other treaty ports amounted to £1,101,060 13s. 4d.

NINGPO.

The total trade of the port in foreign vessels was £4,875,974, the value of the treasure was £805,079, the value of the direct trade with foreign countries was £728,156 13s. 4d., and the trade with other treaty ports amounted to £4,147,818. The value of the direct trade with Great Britain and her dependencies was £722,651 6s. 8d., while the value of the trade under British flag with other treaty ports was £233,228 6s. 8d.

FOOCHOW.

The total trade was £5,295,894 6s., the import and export of treasure amounted to £1,487,632 6s. 6d., the direct trade with foreign countries was £833,740 16s., the amount of direct trade with Great Britain and dependencies was £4,266,589 10s. The value of the trade under British flag with other treaty ports was £730,998 12s. The import and export of treasure from and to Great Britain and British dependencies amounted to £1,337,758 13s.

FORMOSA.—TAIWAN.

The total trade of this port in foreign vessels was £614,209, the import and export of treasure was £126,109, and the value of the direct British trade was £164,455.

AMOY.

The total trade of the port in foreign vessels was £3,590,666, the total import and export of treasure was £591,864, the trade with foreign countries was £2,228,421, the trade with other treaty ports was £1,362,245. The value of direct trade with Great Britain and British dependencies was £1,331,185, the return of trade under British flag with other treaty ports was £668,171, while the value of the import and export of treasure from and to Great Britain and British dependencies was £328,128.

SWATOW.

The total trade of the port in foreign vessels amounted to £5,150,723, the value of the treasure was £1,020,730, the direct trade with foreign countries amounted to £2,559,682, and that with other treaty ports to £2,591,041. The value of the direct British trade was £2,285,476, while that under British flag with other treaty ports was £847,923. The value of the treasure imported and exported was £771,598.

CANTON.

The total trade of the port in foreign vessels was £7,477,960, the import and export of treasure amounted to £1,546,022, the direct trade with foreign countries was £5,434,613, the trade with other treaty ports was £2,043,347. The value of direct trade with Great Britain and British dependencies was £4,943,060, the value of trade under British flag with other treaty ports was £1,333,199, and the value of the import and export of treasure from and to Great Britain and British dependencies was £1,413,887.

HOLT'S LINE OF STEAMERS.

(To the Editor of the *London and China Telegraph.*)

Sir,—The following account of the disablement of the O.S.S. *Antenor* on her last voyage from China will doubtless interest some of your readers. This vessel, while on her homeward route, had the misfortune to break her crank shaft. It occurred on the morning of the 18th March last, at about 160 miles from Galle ; the heavy thudding of the screw and the sudden stoppage of the vessel awoke us all at 5 A.M. The steamers of this line have seldom experienced accidents of so serious a nature ; in this crippled state the otherwise bonny *Antenor* was little better than a log on the water, and navigation under such circumstances was very difficult and tedious. We drifted rather than sailed in an easterly direction for three days, and sighted Ceylon on the 21st. At 8 A.M. a boat was manned and sent on to Colombo, which was about sixty miles distant. Our craft still drifted on, and reached her anchorage outside the harbour on the same night. The boat returned the following day, having telegraphed the breakdown to the owners, but it was not until the 23rd that the vessel was safely anchored in the roadstead of Colombo. The greatest credit is due to Captain Crompton for the untiring energy and ability which he displayed during these five weary days, and we feel sure that in expressing thanks for all his kindness, as well as that of his officers, we are only echoing the feelings of our fellow-passengers. It is much to be regretted, however, that the agents of this company failed to carry out the wishes of Mr. Holt in caring for the comfort and despatch of the delayed passengers ; some, with much difficulty, obtained passages by the French mail steamer of the 26th March, the others were compelled to await the arrival of the *Patroclus*, belonging to the same company, a telegram having reached the captain to the effect that she would call for them. She, however, left them in the lurch, and when she had passed Galle a telegram was received from Penang stating that she had gone on (we would ask you to bear in mind that after leaving Penang she could have no communication with her agents, unless by telegraph from Galle). Several of our number were great invalids, requiring aquick return to Europe ; to such, therefore, the detention was a serious matter, as they were forced to remain in all five weeks at Colombo, and that during the hottest season. The *Hector*, another of the same company's vessels, although she was already overcrowded, then came to our relief, and though it was particularly specified that she had only room for the *Antenor* passengers, eight additional passengers (six adults and two children) were shipped at Galle. We had thus fifty passengers in all. The means of accommodating these thirty-three adults and seventeen children was sixteen cabins of about 6ft. square, *i.e.*, about say twelve square feet for each person, or 6ft. by 2ft. You may therefore judge how terribly crammed we all were ; and by the arrangements made husbands had to enter upon the privacy of a lady's cabin, in order to attend upon their wives, and *vice versa*. No blame can be attached to the doctor on board; he did all in his power to relieve and stay sickness, but his materials and aid were deficient ; indeed, his own presence on board was due to an emergency in which the vessel was placed. The food, too, was both deficient in quality and quantity. We ran short of provisions before reaching Suez, and owing to the short supply taken on board at Port Said, we were obliged to petition Captain Bewlay to put into Malta for further supplies ; but we fell short again three days after leaving that port. We need only make one other observation, and that is regarding the state of the cabins. They were washed out only once a week. For our parts this line of steamers will not trouble us again, but for the comfort of future passengers let the company take steps to prevent a recurrence of such gross mismanagement. We are, &c.,

Quarta Juncta in Uno.

August 10, 1874.

CHINESE TREATIES AND NAVIGATION.

(To the Editor of the *London and China Telegraph.*)

Sir,—It is somewhat humiliating to see old Peking arguments reproduced in the columns of the *Pall Mall Gazette*, but the letter from Sir Rutherford Alcock, which appeared in that journal on the 6th inst., reads like a musty Peking despatch disentombed from official records. One would have thought that, on the principle of *mens sana in corpore sano*, the free and fresh air of Europe would have removed the mental Peking dust from Sir Rutherford's eyes ; but this does not appear to be the case ; and, judging from the letter to which I refer, the old obstructiveness still remains. Sir Rutherford quotes from Admiral Shadwell's despatch in this wise : "The depth of water on the bar itself does not appear to have permanently altered from what it was formerly." Nothing can be further from the truth. In former days a vessel like the P. and O. s.s. *Aden* could cross the bar fully laden at almost any state of the tide, whereas, during the

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last few years, there were, I believe, several instances of her having to wait at Woosung for high water. It would be easy for the P. and O. Steam Navigation Company and the Messageries Maritimes to multiply instances of similar detention. But Sir Rutherford (Peking-like) ignores the chief argument in favour of foreign demands. Every sailing ship and every steamer which arrives (even in ballast) at the port of Shanghai contributes to the Imperial revenue by paying tonnage dues. If she arrives (as is generally the case) with a full cargo, she still further augments the Imperial revenue. To what extent this is the case let the Customs returns testify. It is nonsense *now* to talk of making Woosung the port of Shanghai. What would Glasgow say if the Clyde Trust relinquished its duties and allowed Greenock to become the great port of the Clyde?

Aug. 11, 1874. Yours obediently, G.

The following is the letter referred to by our correspondent:—

The habit of adopting two measures, or two weights, in judging the acts of Governments has many inconveniences apart from the morality of the practice. There is—or should be—one law of nations for both hemispheres; and principles of reason and justice are not subject to variation according to the points of the compass. Before denouncing an Eastern Power as altogether in the wrong, it would be well, therefore, to be sure that the same action would not be held lawful and justifiable in one of the comity of Western nations. The Government and ruling classes of China are not ignorant of what the merchants and local newspapers are incessantly saying of an irritating and depreciatory character. Unfortunately for both parties, I think, the most offensive and least defensible of such utterances which appear in print are regularly translated for the information of the local authorities and the Foreign Office in Peking. They might very well afford, perhaps, to regard with indifference any charges not founded in truth, but there is abundant evidence that this is not the result. Easterns are as apt to take offence when unjustly treated, and to feel indignant and irritated under a sense of wrong as are the people of the West. This kind of provocation to ill-will is much too lightly given by foreigners in China, and it seems the more essential therefore that the correspondence about the bar at Woosung, to which the *Pall Mall Gazette* only cursorily alludes, should not be overlooked as an example quite in point. It might be thought that the enlightened regard for their own interests, which our merchants urge upon the Chinese as an unanswerable argument for increased facilities of trade and navigation, should suggest to them the value of mutual good-will, as the best means of securing their object. But no thought of this kind appears to prevail, and although China is at present weak, we are strong, and the day may not be so distant as our merchants seem to believe, when these conditions may materially change. The same policy which within the last twenty years has led to the creation of extensive dockyards and arsenals, and the building of a fleet of fifteen ships, among which are large iron steamers of over 2,000 tons—all on the best European models, and with the latest improvements in guns and machinery—will, to all appearance, carry them much further. The drilling and arming of their troops with breech-loaders and arms of precision has kept pace with these advances in maritime equipments. Such a country is not to be despised, and cannot safely be regarded as too weak ever to offer any effective resistance to Western States, or too contemptible a Power to claim treatment in accordance with the law of nations. The time is probably coming when the Chinese Government may feel sufficiently strong to assert their independence, and resist dictation or interference. They have done so thrice before, and will undoubtedly do so again if unwisely provoked. Only the next time they meet a Western Power in arms, it will be to fight it with other weapons than the bow, spear, or matchlock, and at less disadvantage than heretofore. With iron-clad steamers, Krupp and Armstrong guns, and some knowledge under good instruction of military science and European drill, they may make coercion a very costly affair both by sea and land. This is no reason why we should not claim the due execution of existing treaties. But it is an argument, and a very strong one as the world is governed, why there should be nothing in the policy of Western Powers, and the treatment of the Chinese, of which they may rightly and justly complain.

In respect to the bar at Woosung and the application of tonnage dues, you have already so fully dealt with the question of treaty right and obligation, that no further contention can well arise on that head. That there is an equitable claim on any Government situated as China is with respect to a foreign trade, from which it derives a large revenue is sufficiently clear. It is bound to do whatever may be in its power, within reasonable and practicable limits, to facilitate navigation and access to its ports. Whether the removal of the bar comes within such limits is the real question. The merchants contend that it does, the operation offering no particular engineering difficulty nor extravagant expenditure. It appears, however, that this is not an opinion shared by Sir Charles Shadwell, the admiral on the station, and two experienced officers under his command, from whom he required a report on the subject. The Admiral, in his reply to Mr. Wade, the British Minister at Peking, states that he found "universal agreement in opinion at Shanghai that something should be done, but much diversity of idea as to what practical measures should be resorted to, while many persons thought that no permanent good would be effected, as the river would be liable to silt up again." And he encloses two reports, one from Captain Arthur and the other from Navigating Lieutenant Tracy, of the *Iron Duke*, his flagship, adding, "You will observe that the reports differ in their recommendations, characteristic in this respect of the uncertain opinions prevalent at Shanghai." One proposal was to deepen the existing bar by dredging, the other to block up the eastern channel and dredge the western—the latter on a rough estimate being about thirty times as expensive as the former! Finally, the admiral—an officer, be it remarked, distinguished for his ability and scientific attainments—winds up by saying, "the depth of water on the bar itself does not appear to have permanently altered from what it was formerly" (though the contrary had been confidently affirmed by some of the complainants, as may be seen in the correspondence), "and the difficulty of navigation now complained of is entirely owing to the increased size of the vessels at present employed in the trade to China." There is a warning also given elsewhere, that even in the dredging so urgently called for by the merchants, care must be taken lest the deepening of one part should lead to the shoaling of some other. With these conflicting opinions as to the practicability of any plan, and doubts as to the effects upon other parts of the river, it is hardly matter of wonder or reproach that the Chinese, like any other Government, should feel perplexed, and be slow to move. If, as Mr. Wade observes, in one of his despatches, the Chinese Government, "in cases of this kind are not more expeditious than any other Government," should we, supposing the case were our own, pronounce a sweeping condemnation? The comment of the *London and China Telegraph* on this passage, that the British Minister is "evidently seeking to provoke comparisons between China and some imaginary delinquent and apathetic Government in the West," seems to me a very foolish one, and represents only too well the style of argument in common use. Why should China not be judged by comparison with the action of other Governments in like circumstances in the West? In default of positive enactments or engagements, what better or fairer test could be devised? The real ground of objection on the part of the Government is probably not so much one of cost or difficulty as of policy and security from attack. There is a Government dockyard and arsenal up the river, and few Governments are disposed to open these to an enemy to please foreign merchants. There is plainly sufficient reason for deliberation and caution on the part of the Chinese, and this ought to be a more than sufficient motive for moderation in the judgments which the mercantile communities pass on the Government, within whose territories they must carry on their trade. Possibly, after all, the best remedy for the silting up of the sand at the bar will be found in the contemplated project of buying up the land for a road down to Woosung, and laying down rails with a view to make that the shipping port for loading and unloading vessels, not Shanghai. If successful, two important objects would be gained by the same operation. The obstruction and delay now complained of would be obviated, and the Chinese Government, in view of the cessation of all further trouble or expense about the bar, might be induced to give their consent to the introduction of a short railroad in China for purely local purposes in connection with the trade of the port. The provincial authorities might take it upon themselves to offer no obstruction, a mode of proceeding quite within the range of their powers, and one which has long seemed to be the most likely to promise success to any initiatory step in this direction.

There is another argument in favour of such a course, in preference to costly and doubtful efforts to deepen and keep the entrance of the river free, apart from the doubts besetting all such attempts to combat natural tendencies in great watercourses; namely, that the anchorage for foreign ships opposite the settlement is perceptibly shoaling. I do not know how far the consideration that this untoward condition is mainly owing to steps taken by the foreign merchants themselves will weigh with them; but there is no doubt it ought to do so. The uncontrollable acts of the foreign holders of land on the river front—uncontrollable absolutely by the Chinese authorities, and practically so by their own—in making for their own convenience lines of bund, and extending out into the stream landing places, without the slightest regard to the possible effects on other parts of the harbour, have produced this increasing evil. Much of this was probably done in ignorance of what would be the effects; but it was not the less their act, from the responsibility of which there is no escape. There is abundant evidence of the fact; but I must not trespass further on your space. I can only trust that the importance of the trade at Shanghai, and our relations with China generally, so inseparably connected with the action taken by our agents and merchants in that country, will prove a sufficient apology for the length to which this letter has extended.—I am, Sir, your obedient servant, Rutherford Alcock.

Literature.

The Royal Commission on Historical Manuscripts has just issued its fourth report, accompanied by a most voluminous appendix. In the course of their investigations amongst the collections of manuscripts and papers, belonging to various institutions and private families in different parts of the kingdom, the inspectors appointed under this Commission have met with some curious documents connected with China and Japan, of which it is much to be regretted that they have not thought fit to give us more detailed particulars. Amongst the papers of Earl de la Warr (Baron Buckhurst) at Knole Park, Kent, they found two letters, dated Jan. 1st, 1618, and March 10, 1620, written by Richard Cock, at Japan, to Thomas Wilson, Esq., one of his Majesty's secretaries. These letters are said to be of five large pages each, and full of information about the country. Amongst the manuscripts of Lieut.-Col. Carew, at Crowcombe Court, Somerset, there is preserved a letter from Queen Elizabeth to the Emperor of China (presumably Wan-le of the Ming Dynasty), written in 1596, shortly after the East India Company was first incorporated. In the library of Trinity College, Dublin, were found some Chinese tracts, folio, a Chinese MS., 8vo, and 10 vols. of Chinese books, 8vo.

We have received a copy of the *Ceylon Directory Calendar* for 1874. The volume, besides containing almost every possible item of intelligence regarding the island, is devoted to information with reference to the growth of tea, cinchona, cocoa, and timber. The commercial portion of the volume is as complete as ever, and we congratulate the compiler, Mr. Ferguson, on the variety of the subjects treated of in his work, as well as on the care and judgment which have been used in its compilation.

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Monetary and Commercial.

It is understood that the arrangements for the issue of the new Turkish loan, in connection with the scheme of reorganising the finances which has just been adopted, are now far advanced, and that a large issue will shortly take place. Lately, it will be remembered, the plan which found favour with the Turkish Government was the issue of a 3 per cent. loan for upwards of £70,000,000, at the price of about 26, to cover all the engagements of the Turkish floating debt, and provide a reserve for the contingencies of the next two or three years, objects which would have been fully met by the effective proceeds of the loan, estimated at about £19,000,000. This plan, however, was unanimously condemned by public opinion here as adding a new denomination to the too numerous varieties of the Turkish debt, and, in substitution for it, the much wiser plan of a further issue of 5 per cents. to effect the same object has been resolved upon.

An issue is announced of £200,000 Six per Cent. Debentures of the Central Argentine Railway Company (Limited), in amounts of £1,000, £500, and £100 each debenture, which will be redeemable in 1885, and bear interest from 1st January next.

The prospectus has been issued of the General Expenditure Assurance Company (Limited), which has been established with a capital of £100,000, in 16,000 ordinary and 4,000 "B" shares of £5 each, chiefly for assuring the return of all moneys disbursed in general expenditure.

Applications are invited for 9,500 shares of £5 each of the City and County Bank (Limited), for the purpose of completing the first issue of 20,000 shares, 10,500 having, it is stated, been already subscribed. The bank was established in April, 1872, and it has declared regular dividends, the last being at the rate of 7 per cent.

At the general meeting of shareholders of the Crédit Foncier of England (Limited), the report was, after some discussion, adopted, and a dividend at the rate of 5 per cent. per annum was declared. The chairman explained the circumstances which led to a compromise of the claim against the Belgian Public Works Company, and stated that the sum accepted, f. 5,625,000 in cash, could by judicious employment be raised to f. 7,000,000 in less than two years.

The directors of the Moyar Coffee Company (Limited) have declared a dividend of 8½ per cent., free of income tax, on the capital of the company.

The suspension is announced of Mr. Henry Grendon Tippet, of Manchester, trading as Tippet and Co., and also of Bombay, trading as Grendon Tippet and Co., merchant and commission agent. His total liabilities amount to about £200,000, but the greater portion of this is upon bills receivable and to secured creditors, and it is expected that not more than about £8,000 will rank against the estate. The cause of the failure is said to be the fall in the value of cotton. The assets have not yet been ascertained.

Subjoined is an account of the quantities of the principal articles of imported merchandise (subject to Customs' duties) remaining in the bonded warehouses of the United Kingdom on the 31st of July, 1874, as compared with the quantities in warehouse on the 31st of July, 1872 and 1873 :—

		1872.	1873.	1874.
Coffee	cwts.	555,021 ...	617,781 ...	592,031
Tea	lbs.	88,836,520 ...	66,729,260 ...	62,996,517
Tobacco, unmanufactured	„	53,916,726 ...	57,649,825 ...	74,509,174

Bar Silver has been sold at 57⅞d. per oz. standard ; showing a further fall of ¼d. per oz. Mexican Dollars have also experienced a decline in value, and have been sold at 56 3-16d. per oz., showing a fall of 7-16d. per oz.

The bullion per P. and O. steamer *Mongolia*, which left Southampton August 13, was, in gold, to Galle, £422 ; to Singapore, £5,000 ; in silver, to Shanghai, £3,200; total in gold, £5,422 ; in silver, £3,200.

THE BOARD OF TRADE RETURNS.

The Board of Trade Returns for July are very unfavourable, indicating that the partial improvement shown in June must have been due to accidental causes, and not to a permanent revival in business. The declared value of the imports last month was £32,730,628, against £35,053,634 in July, 1873 ; and of the exports, £21,142,062, against £22,957,404. The imports for the seven months were, 1872, £205,336,915 ; 1873, £216,076,458 ; and 1874, £219,913,441. The principal decline has been in cotton, coffee, corn, sugar, hides, and wool. The exports for July amounted to £21,142,062, against £22,957,404 in the corresponding month of 1873, and £23,005,330 in 1872, showing a diminution of nearly 8 per cent., consequent upon lower prices rather than upon lessened production. Compared with the corresponding month in 1872, the decline is a little over that proportion. In textile fabrics cotton manufactures exhibit a diminution in value of 6¾ per cent., linen manufactures of 3½ per cent., and woollen and worsted manufactures of 9 per cent., while silk manufactures have increased 18¾ per cent., and jute manufactures 29 per cent. Among the articles which show an augmentation in their value totals are—refined sugar, 270 per cent. ; sheep's wool, 37 per cent. ; and woollen and worsted yarn, 12½ per cent. The chief decline has been in—Alkali, 21½ per cent. ; cotton yarn, 10½ per cent. ; earthenware, 27 per cent. ; haberdashery, 11½ per cent. ; hardware, 11 per cent. ; and silk yarn, 49½ per cent. For the seven months the figures stand at—in 1872, £142,609,134 ; 1873, £148,743,961 ; and 1874, £138,973,276 —thus showing a reduction of 6½ per cent. from the corresponding period of 1873, and of 2½ per cent. from that of 1872.

The following is an extract from these Returns of the figures which refer to our Export trade with China and the Far East :—

COTTON YARN.

To		1872.	1873.	1874.
		For the Month ended 31st July.		
China and Hong Kong	lbs.	902,200 ...	1,279,770 ...	831,000
Japan...	„	2,390,800 ...	773,610 ...	412,400
Straits Settlements ...	„	243,400 ...	237,600 ...	183,800
Ceylon	„	28,900 ...	8,000 ...	62,300
		For the Seven Months ended 31st July.		
China and Hong Kong	lbs.	5,125,630 ..	6,567,830 ...	8,159,300
Japan...	„	7,251,060 ...	4,795,920 ...	3,452,300
Straits Settlements ...	„	1,032,910 ...	1,382,710 ...	1,440,360
Ceylon	„	73,250 ...	108,700 ...	238,300

COTTON MANUFACTURES.

To		1872.	1873.	1874.
		For the Month ended 31st July.		
China and Hong Kong	yds.	35,379,800 ...	32,927,100 ...	29,296,400
Japan...	„	2,826,000 ...	2,671,800 ...	312,900
Philippine Islands ...	„	519,400 ...	1,262,300 ...	312,300
Java	„	959,400 ...	1,037,800 ...	3,652,700
Straits Settlements ...	„	10,697,100 ...	11,960,600 ...	10,462,980
Ceylon	„	3,119,000 ...	2,130,500 ...	3,187,600
		For the Seven Months ended 31st July.		
China and Hong Kong	yds.	246,805,600 ...	223,632,800 ...	252,316,340
Japan...	„	14,575,800 ...	14,634,347 ...	12,121,200
Philippine Islands ...	„	8,453,260 ...	5,713,640 ...	5,863,740
Java	„	14,415,000 ...	10,860,050 ...	21,359,800
Straits Settlements ...	„	54,908,100 ...	48,376,200 ...	72,627,180
Ceylon	„	20,347,800 ...	18,614,800 ...	23,882,700

WORSTED STUFFS.

To		1872.	1873.	1874.
		For the Month ended 31st July.		
China and Hong Kong	yds.	1,592,880 ...	1,813,430 ...	980,170
Japan...	„	406,140 ...	535,610 ...	45,070
		For the Seven Months ended 31st July.		
China and Hong Kong	yds.	8,789,770 ...	10,607,180 ...	7,169,970
Japan...	„	1,577,280 ...	1,819,240 ...	652,050

WOOLLEN AND WORSTED CLOTHS.

To		1872.	1873.	1874.
		For the Month ended 31st July.		
China and Hong Kong	yds.	143,716 ...	253,320 ...	64,460
Japan...	„	132,000 ..	184,490 ...	—
		For the Seven Months ended 31st July.		
China and Hong Kong	yds.	1,176,683 ...	1,405,510 ...	504,420
Japan...	„	504,720 ...	699,700 ...	29,420

LEAD TO CHINA AND HONG KONG.

For the month ...	tons	152 ...	669 ...	299
For the seven months	„	6,599 ...	1,917 ...	5,968

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the three months and six months ended June 30, 1874, compared with the corresponding periods of the two preceding years, is returned as follows :—

To	1872.	1873.	1874.
	For the Three Months ended 30th June.		
China (exclusive of Hong Kong and Macao)	£1,730,661 ...	£1,393,633 ...	£994,491
Hong Kong	707,360 ...	933,295 ...	846,758
Japan...	568,004 ...	449,868 ...	220,737
Straits Settlements	569,105 ...	501,334 ...	717,779
Ceylon	249,998 ...	222,978 ...	299,960
Philippine Islands	150,012 ...	144,191 ...	135,593
Java	217,250 ...	209,671 ...	236,559
Siam	11,398 ...	— ...	26,891
Cochin China	151 ...	— ...	—
	For the Six Months ended 30th June.		
China (exclusive of Hong Kong and Macao)	£3,497,942 ...	£2,852,279 ...	£2,502,163
Hong Kong	1,368,016 ...	1,716,160 ...	1,967,571
Japan	851,338 ...	861,952 ...	625,668
Straits Settlements	1,081,289 ...	968,069 ...	1,455,652
Ceylon	490,059 ...	474,543 ...	591,378
Philippine Islands	234,397 ...	231,994 ...	233,384
Java	404,990 ...	394,079 ...	564,890
Siam	22,272 ...	10,208 ...	27,541
Borneo	— ...	— ...	15
Cochin China	151 ...	— ...	38

The value of the Imports into the United Kingdom from the several ports and countries of the Far East for the three months and six months ended June 30, 1874, compared with the corresponding periods of the two preceding years, is returned as follows :—

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From	For the Three Months ended 30th June. 1872.	1873.	1874.
China (exclusive of Hong Kong and Macao)	£1,121,293	£1,000,976	£706,913
Macao	49,420	22,794	10,461
Hong Kong	120,178	110,853	140,414
Japan	4,606	183,388	213,475
Straits Settlements	821,726	1,157,718	567,334
Ceylon	1,196,246	1,368,700	1,347,642
Philippine Islands	370,346	571,214	334,842
Java	87,819	120,984	608,235
Siam	12,637	499	—
Borneo	—	30,203	30,873
Cochin China	—	—	11,509

From	For the Six Months ended 30th June. 1872.	1873.	1874.
China (exclusive of Hong Kong and Macao)	£5,037,242	£3,857,835	£3,013,640
Hong Kong	309,814	360,713	273,376
Macao	116,643	66,226	30,008
Japan	74,410	299,798	406,231
Straits Settlements	1,640,532	1,895,611	1,304,738
Ceylon	1,942,409	2,153,686	2,173,876
Philippine Islands	672,877	865,440	886,529
Java	398,810	324,928	995,097
Siam	12,637	4,235	—
Borneo	—	30,211	38,273
Cochin China	—	—	11,509

BANK AND MISCELLANEOUS SHARES.

Shares.	———	Paid.	Closing Prices.
	Joint-Stock Banks.		
£10	Agra	All	8¼ to 8⅝
25	Bank of Egypt	All	45 to 47
20	Chartered of India, Aust., and China	All	14 to 15
25	Chartered Merc. of India and China	All	25 to 26
20	City	10	13¾ to 14¼
100	Colonial	30	58 to 60
500fr.	Comptoir D'Escompte de Paris	All	550 fr.
Th.200	Deutsche	All	Th.168
£28½	Hong Kong and Shanghai	All	28 to 32
—	International Bank of Hamburg	—	—
50	Imperial	15	17 to 18
50	London and County	20	62 to 63
50	London Joint-Stock	15	49 to 50
100	London and Westminster	20	73½ to 74½
25	Oriental	All	46 to 47
50	Union of London	15	44½ to 45½
	Telegraph Companies.		
10	Eastern Extension Australia and China	All	7⅞ to 7⅞
10	Eastern Telegraph	All	7¾ to 8¼
10	Great Northern	All	10¾ to 11
25	Indo-European	All	16 to 16½
10	Mediterranean Extension	All	4 to 4½
12	Telegraph Construction Company	All	27½ to 28
20	India-rub., Gutta-perc., & Teleg. Works	All	19 to 22
8	Reuter's	All	10½ to 11
	Insurance Companies.		
20	British and Foreign Marine	4	
50	Commercial Union	5	4¼ to 4¾
20	Globe Marine	4	1½ to 0½ dis.
50	Home and Colonial Marine	5	2½ to 2 dis.
10	Imperial Marine	3	
20	London and Provincial Marine	2	1⅞ to 1⅞ pm.
10	Merchants' Marine	2	1½ to 1 dis.
50	North British and Mercantile	6¼	29 to 29½
25	Ocean Marine	5	4½ to 5½ pm.
20	Thames and Mersey	2	3 to 4 pm.
20	Thetis Marine	5	5½ to 4½ dis.
50	Union Marine, Liverpool	5	
20	Universal Marine	5	4 to 4½ pm.
	Tea Companies.		
50	Assam	20	39 to 41
20	British Indian	All	7½ to 8½
20	Darjeeling	All	17 to 19
10	Eastern Assam	All	3½ to 4
20	Iorehaut, Limited	All	48 to 50
20	Do.	14	16 to 17 pm.
10	Lelong	All	12 to 13
10	Upper Assam	All	1½ to 2
	Miscellaneous Companies.		
20	Ceylon	All	13 to 14
20	Do.	10	4½ to 4 dis.
20	Do.	5	3 to 2½ dis.
50	Colonial	20	13 to 11 dis.
5	Credit Foncier of England	All	5½ to 3½
10	General Credit and Discount	7½	¼ to ⅛ pm.
21	Hong Kong Gas	All	— —
10	International Finance	5	2¼ to 1¾ dis.
25	National Discount	5	10½ to 11
500fr.	Messageries Maritimes of France	All	580 fr.
£50	P. and O. Steam	All	57 to 59
50	Do. Do. 1867	10	½ dis. to ½ pm
100	Royal Mail Steam	60	82 to 84
402fr.	Suez Canal	—	426½ fr.
£98	Japan Loan, 9 per cent.	All	103 to 105
92½	Do. 7 per cent.	All	93 to 95

ARTICLES OF IMPORT.

TEA.

During the past week there has been a fair amount of business done, the Nestor and Mongol having brought fresh supplies of Shanghai, Canton, and Foochow Teas, which have been placed on the market, and afforded a fair selection of different grades. Prices on the whole show little if any variation from last week, but the demand generally is not active. In public sale about 11,500 packages have been offered, the whole of which have been sold without reserve.

Congous: Red-leaf kinds: Old season's remain much as before, a few parcels of common to medium having been sold at public auction. In new Kaisows, common have been sold from 1s. 0½d. to 1s. 2d. per lb., fair from 1s. 3d. to 1s. 5d., good from 1s. 5d. to 1s. 9d., fine from 1s. 10d. to 2s. 5d. per lb., showing little alteration. Pak Lins have sold from 1s. 9d. to 2s. 2d. per lb., but without any activity in the demand, the chief buyers being the exporters. Black-leaf kinds: Old season's have been realised, at public sale, from 11½d. to 1s. 3d. per lb., being about former rates. In new, business has been done to a moderate extent at about previous rates, say from 1s. 7d. to 1s. 10d. for good to fine, 1s. 11d. to 2s. 4d. for finest kinds. New-make Congous: The few sales made have been at rather higher prices for fair descriptions. Souchongs: A few parcels have come to hand, and been sold at full prices. Oolongs have sold in half-chests from 1s. 8d. to 2s., and in boxes at 1s. 10d. to 2s. 2d. for good to fine, being about former rates. Scented Teas: Canton Capers have been sold from 1s. 1d. to 1s. 6d. for fair to good and fine, on the whole at about previous prices. Orange Pekoes have been dull of sale, without further change in prices. Foochow Capers command a ready sale at full prices. Orange Pekoes also have been in good demand, without alteration on last week's rates. Green Teas: The demand continues limited, and at public sale prices ruling are very low for common to medium grades.

The Deliveries for the week as compared with last year are as follows:—

	1874. lbs.	1873. lbs.
Duty paid	2,264,000	1,930,000
Coastwise	751,000	736,000
Exports	1,499,000	647,000
	4,514,000	3,313,000

SILK.

There is no change to report in the market; business is still most limited, and prices unchanged. The first of the new China Silk has arrived (only a small quantity), and part of it has been sold, but the prices paid show no alteration. Deliveries from 1st to 12th inst. are 1,037 bales China, 149 bales Canton, 236 bales Japan, and 74 bales Bengal; total, 1,496 bales.

Messrs. Arles, Dufour, and Co.'s Circular, dated Lyons, 7th August, 1874, says:—We confirm our advices of the 4th July. The activity reported at that date has gradually made room since to a quieter tone. This time of the year is usually taken up by holidays, and considering the large purchases in June, a little stagnation now is easily accounted for. For European silk in particular the unusually large proportion of bad cocoons, which must be reeled first, has prevented so far arrivals of new silk from taking place; for Chinas the stock left in old silk is much reduced, and of undesirable quality; these two circumstances have also greatly contributed to restrict transactions. Prices of classical silk in all descriptions have remained firm so far, but on common grades, which are more plentiful, small concessions have been obtained. It is to be hoped that orders in silk goods, coupled with arrivals of new silk, will soon bring more life to our market.

Coffee.—A quieter tone has characterised the market, and the public sales have gone off heavily, at a decline of 1s. to 1s. 6d. per cwt. in prices. Current quotations are:—Plantation Ceylon, triage, 88s. to 98s.; small to low middling, 109s. to 117s. 6d.; middling to bold, 118s. to 124s. 6d.; peaberry, 128s. to 132s.; Native Ceylon, small, 82s.; good bold, 96s.; peaberry, 101s. per cwt.

Cocoanut Oil.—There is a moderate demand for Ceylon, £34 15s. to £35 5s. being the present ruling value. In auction, 149 hogsheads, 182 pipes, 89 puncheons, were all bought in at 34s. 6d. to 35s.

Gambier.—The market is very firm, owing to extremely small supplies, and 15 tons block have been sold on the spot at 27s. per cwt., being a further advance; 150 tons sold afloat, part June sailing, at 25s., and part at 25s. 3d. ex ship.

Hemp.—Of 2,800 bales Manila offered in public sale, 250 bales were sold at £40 10s. to £49 15s. for white Quilot.

Pepper.—*Black:* Of 1,700 bags offered, 300 bags only sold at ⅛d. per lb. decline; good, 6⅜d. Privately, 25 tons Singapore sold for arrival at 6¾d. 25 tons and 400 bags Singapore have also been sold for arrival, July sailing, at 6 9-16d.; June ditto, 6⅝d. *White:* Of 800 bags offered, a small part sold in public sale at ⅜d. per lb. decline; good fair Singapore, 9d. per lb.

Plumbago.—Of 369 barrels Ceylon offered by auction a small part sold at full rates; bold lump at 22s. 6d. to 23s., chips at 9s. to 12s. 6d., and dust at 9s. to 9s. 9d. per cwt.

Rice.—The market on the spot continues inactive. Some Japan rice has been sold on the spot at 9s. 3d. There is a continued good demand for soft grain cargoes afloat. One of Rangoon sold, 1,200 tons, April sailing, at 9s.; one of ditto 1,500 tons, April sailing, at 9s.; one of Bassein, arrived off coast, 8s. 10½d.; all three for the Continent. One of 430 tons Saigon at 8s. 7½d., for France; one of 1,800 tons Necransie at 9s., Liverpool quay terms; and one of 1,000 tons Rangoon at 9s., for the Continent; also part of a cargo of Rangoon, 1,000 tons, just arrived, at 8s. 6d., ex-ship.

Sugar.—The market has improved, and a fairly active demand has prevailed at higher prices. Of 2,500 baskets 2,500 bags China offered in auction about 3,200 packages found buyers; low to good white at 15s. 6d. to 16s. 6d.; washed, 14s. 6d. to 15s.; 2,900 bags Java syrups have been sold at 15s. 9d. to 16s. The business by private contract on the spot includes 800 baskets date Penang at 16s., and 1,000 bags date China at 15s. 6d. To arrive, sales have been made of 14,900 bags Cebu Manila, off coast, at 16s. 6d., and 100 tons date Penang at 16s. 3d. per cwt.

Sticklac.—At sale, 325 boxes Siam were bought in at £5 15s. to £6 per cwt.

Sago.—1,300 bags pearl chiefly sold; small at firm rates, at 17s.; good medium at 17s. 6d. to 18s.

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SPICES.—*Cassia Lignea:* Of 5,300 boxes offered only 70 boxes sold, good fair red, 57s.; and part since at 55s. *Cloves:* 4 cases Penang sold at 2s. to 2s. 1d. *Cinnamon:* 19 bales Ceylon part sold—third sort, 1s. 4½d.; fourth, 1s. 1½d.; 200 packages China bought in at 10d. *Mace:* 15 packages sold—Penang, middling, 3s. 3d.; pickings, 1s. 8d.; low Java, 1s. 8d. *Nutmegs:* 50 packages, chiefly sold—Penang, 78 nuts to the lb., at 3s. 7d.; 85 do., at 3s. 6d.; 95 do., at 3s. 5d.; 110 do., at 3s. 4d.

ARTICLES OF EXPORT.

METALS.

IRON.—Welsh: Rails, £7 10s. to £8. Bars, £9 10s. to £10. Staffordshire Best: Bars, £10 15s. to £11 10s.; Nail Rods, £10 15s. to £11 10s.; Hoop, £12 to £13; Sheets, £14 to £16; Scotch Pig, No. 1, £4 11s. to £5 15s.; Swedes, Bars, Hammered, £17 10s. to £18; Swedes, Steel in kegs, ½ and ⅝in., £20.

YELLOW METAL.—Sheets, 4 by 4 ft., 7¾d. to 8d.; Sheathing and Rods, 8d. per lb.

TIN.—English Refined, £100. Tin Plates: Charcoal I C, per box, 36s. to 41s.; Coke, 28s. 6d. to 37s.

LEAD.—WB, £22 10s.; do., other brands, £21 5s. to £21 7s. 6d. Spanish soft, ex ship, £20 7s. 6d. to £21; Sheet, £22 10s.; Shot (kegs extra), £26; White do., £28 10s. to £29; Red do., £23 15s.

SPELTER.—Silesian, £21 10s. to £22.

QUICKSILVER.—In bottles of 75 lbs. each, £22.

MANCHESTER GOODS.

A steady tone has been maintained in this market, strengthened by the firmer feeling and steady demand for Cotton, and though the enquiry has been generally but moderate, buyers have found that they could make no progress under last week's full rates. All offers at any reduction have been firmly refused.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality...	No. 4.	6	9	13	14	16	17	19
Weight...	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×12½	16×16	16×15
Price.....	5s. 4½d. 5s. 6d.	6s. 0d. —	6s. 6d. 6s. 7½d.	6s. 9d. —	7s. 4½d. 7s. 6d.	8s. 1½d. —	8s. 3d. —	8s. 0d. —

Width ...	39 in.	..	...	...	...	...	44/45 in.	...
Quality...	No. 21	22	24	26	25	28	31	33
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	12×12
Price.....	9s. 4½d. —	9s. 7½d. —	11s. 0d. —	11s. 1½d. —	10s. 1½d. 10s. 3d.	11s. 9d. —	6s. 3d. —	7s. 3d. —

Width ...	...	...	...	...	49/50 in.	...	54 in.	60 in.
Quality...	35	36	40	45	46	48	55	59
Weight...	7 0	8 0	9 0	10 0	9 0	10 0	11 0	12 0
Count ...	14×10	14×12½	16×15	16×18	14×13	16×15	16×15	16×15
Price.....	7s. 6d. —	8s. 3d. —	10s. 3d. —	12s. 1½d. —	10s. 0d. —	11s. 1½d. —	12s. 4½d. —	14s. 0d. —

T-CLOTHS.

Width	32 in.	...	...	...	...	...	36 in	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18
Price	5s. 0d. 5s. 4½d.	5s. 1½d. 5s. 6d.	6s. 4½d. 6s. 6d.	6s. 3d. 6s. 10½d.	6s. 7½d. 7s. 6d.	7s. 7½d. 8s. 6d.	7s. 10½d 8s. 9d.

EXPORT OF WOOLLENS TO CHINA AND JAPAN.

The following is Messrs. Hayter and Hayter's Monthly Statement of the estimated Exports of Woollens shipped to China and Japan from London, Liverpool, and Southampton:—

—		Pieces Long Ells.	Pieces Camlets.	Pieces Lastings and Crape Lastings.	Pieces other Worsted and Union Stuffs.	Pieces Spanish Stripes.	Pieces other Woollens.
Shipped to this date during the present year ...	To Hg. Kg.	16,660	12,560	18,090	34,350	4,749	10,065
	„ Shanghai	34,820	33,390	11,990	130,815	19,580	12,033
	„ Japan ...	—	1,440	1,100	80,045	240	4,400
Total		51,480	47,390	31,180	245,210	24,569	26,498
Shipped to the same date last year.....	To Hg. Kg.	13,600	9,170	10,855	27,590	12,865	15,632
	„ Shanghai	27,640	35,270	10,140	251,217	36,830	27,890
	„ Japan ...	—	600	1,040	104,434	100	56,254
Total		40,240	45,040	22,035	383,241	49,795	99,776
Do. 1873	To Hg. Kg.	12,680	7,940	3,494	20,320	6,380	25,969
	„ Shanghai	31,900	26,540	8,130	192,282	22,794	25,361
	„ Japan ...	1,000	1,600	1,326	78,488	252	62,853
Total		45,580	36,080	12,950	291,090	29,426	114,183
Total shipped during the year 1873 ...	To Hg. Kg.	21,200	16,690	12,815	45,110	19,537	26,132
	„ Shanghai	48,140	59,330	18,140	354,972	53,980	33,688
	„ Japan ...	—	840	1,240	150,899	100	86,754
Total		69,340	76,860	32,195	550,981	73,617	146,574
Do. 1872	To Hg. Kg.	17,080	14,890	8,094	37,225	10,183	48,156
	„ Shanghai	60,760	47,570	16,010	335,383	41,848	40,029
	„ Japan ...	1,200	2,610	3,236	146,649	592	159,787
Total		79,040	65,070	27,340	519,257	52,623	247,972
Shipments of this year arrived out as per latest postal accnts	To Hg. Kg.	12,720	7,150	6,780	16,820	2,543	2,070
	„ Shanghai	14,200	15,510	6,320	74,085	9,611	4,884
	„ Japan ...	—	840	200	25,780	—	1,360
Total		26,920	23,500	13,300	116,685	12,154	8,314

NEW YORK MARKET REPORT.—JULY 25.

COFFEE.—There is an improved demand for Brazil Coffee, and the market is fairly active. There is also a steady demand for mild descriptions. We quote as follows:—Java (Government bags) 23½c. to 26½c., Java (mats) 27c. to 28c., Singapore 20c. to 21c., Ceylon Native 19c. to 22c.

CORDAGE.—Prices are as follows: Manila Cordage, sizes above 12-thread, 16c.; ditto 6-thread and 9-thread, ¼ in. and 5-16 in. diam., 17c.; ditto 12-thread, ⅜ in. diam., 16½c.; ditto Hay Rope 16½c.; ditto Cordage, Bolt Rope Yarns, 18c.; ditto 6-thread and 9-thread, 19c.; Tarred Manila, 15½c.; Fine Tarred Manila Lath Yarn, 17c.

HEMP.—There have been sales of 2,200 bales of Manila on private terms, understood to be at about 8½c. gold for current.

INDIGO.—There is a small jobbing demand, and we notice sales of 16 cases Manila at 70c. to 80c., and 6 ditto Bengal at $1.72½ gold.

RICE.—Foreign remains inactive; Carolina is firm.

SUGAR.—There is an active demand both for raw and refined Sugar, and business is better than of late.

SPICES.—Mace and Cloves are higher, and Pepper is very firm. We quote as follows:—Mace, $1.14 to $1.25; Nutmegs, $1.15; China Cassia, 23½c. to 24c.; Batavia Cassia, 20c. to 25c.

TIN.—Straits Tin is quoted 23¾c., and Banca 26½c. (gold).

TEA.—Some new Formosa Oolong has arrived, and sales have been made of perhaps 1,500 pkgs.; prices, however, are lower than at the opening of last year. Some new Congou is also to hand, but we hear of no sales of note; the quality of that arrived is very fine, and the impression is that the supply in the future will, as a rule, be of better quality than that of previous years. For new Japan the market is slow; there is, however, a better distributing trade, the country jobbers taking hold rather more cheerfully, as prices have a more settled appearance than earlier in the season, though as yet they are in buyers' favour. Fine grades of Green are strong, and held firmly, while business, in consequence, is only moderate. New Pingsuey are expected in about ten days or two weeks. The sales besides the above are 1,735 half-chests Japan, and 500 ditto Green. By auction, 800 pkgs. Green sold at 22c. to 68c., and 300 ditto Japan 41½c. to 57c., cash.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Aug. 6	Mount Royal	—	Maulmain	Milford
3	Erede	Montobbia	Rangoon	Bremerhaven
4	Madawaska	Smith	Do.	Do.
	Nyassa	—	Hong Kong	Do.
5	Richard Visan	Brewer	Pentewan	Helvoet
5	Hellas	Bradhering	Java	Marseilles
8	Nestor (s.)	Hill	Amoy and China	London
8	Asterion	Copland	Sarawak	Do.
7	Lion	Engrand	Akyab	Falmouth
11	Jan Van Brakel	Roever	Macassar	Texel
8	Louisiana	Candolfo	Rangoon	Falmouth
8	Queen	Cawey	Batavia	Do.
13	Araby Maid	Potter	Japan	London
12	North	Hillman	Rangoon	Liverpool
12	Early Morn	Fursman	Maulmain	Falmouth
13	Riverside	Irvine	Rangoon	Deal
	Surprise	Johnson	Manila	New York
	Helene and Anna	de Boer	Batavia	San Francisco
9	City of Lucknow	Watson	Akyab	Off the Lizard
11	Mongol (s.)	Flamank	China, Singapore, &c.	London
11	Cheviot	Johns	Padang	Do.
11	Selim	Dick	Manila	Do.
9	Wilhelm	Johansen	Saigon	Falmouth
9	Tetuan	Landart	Rangoon	Do.
9	Annot Lyle	Hughes	Do.	Liverpool
7	Sumatra (s.)	—	Batavia	Texel
8	Ida Geertruida	Moerkerken	Do.	Do.
July 24	Russia (s.)	—	Hankow	Odessa
Aug. 8	Helen	Inkster	Saigon	Off Falmouth
11	Asia	Martin	Rangoon	Brouwershaven
10	Josefina	Alcatana	Maulmain	Liverpool
11	Hattie E. Tapley	Tapley	Bassein	Falmouth
11	Ivalo	Spolander	Rangoon	Do.
	Magdala	Black	Do.	Queenstown
12	Whinfell	Jones	Zebu	London
12	Vanguard	Luckes	Yokohama	Do.
12	Honiby	Vanleemsen	Java	Falmouth
11	Junak	Bonicich	Batavia	Liverpool
12	Marpesia	Storey	Rangoon	Do.
	Governor Wilmot	Lowe	Bassein	Queenstown
	St. Elena	Beralone	Rangoon	Do.
12	San Fernando	Zabalandacoe-	Do.	Do.
12	Prince Louis	Froine [cha	Do.	Off Queenstown
July 1	Maria Isabel	Leroux	Macao	Callao
2	Lola	Barreno	Do.	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Aug 12	Celœno	Gedge	Singapore	London
6	Ironside	Vaux	Do.	Penarth
8	Ulysses (s.)	Byrne	Singapore, China, &c.	Liverpool
6	Ragnar	Foster	Galle	Do.
9	Java	Gollard	Batavia	Southampton
12	Cawdor Castle (s.)	Cowie	Singapore, China, &c.	London
9	Seanymph	Skovmaad	Manila	Hamburg

See Shipping Postscript and Correspondents' Letters.

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VESSELS PASSED SUEZ CANAL.

Date	Steamer.	From	For
Aug. 6 ...	Japan	... Hankow	... London
12 ...	Antenor	... Liverpool	... Singp., China, &c.
12 ...	Holland	... Java	... Holland

LOADING.

At London.—Steamers via Suez Canal.—For Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Braemer Castle. For Singapore, Hong Kong, and Shanghai: Glenfalloch. For Singapore, Batavia, Samarang, and Sourabaya: Banca. For Singapore, Hong Kong, Foochow, and Shanghai: Mongol. For Colombo, &c.: Viceroy, Navarino, Africa, Hindoo. For Batavia, Samarag, and Sourabaya, via Flushing: Tromp.

Sailing Vessels.—For Yokohama and Hiogo: Black Prince, Evelyn. For Shanghai: Corea. For Hong Kong: Invincible, Tamesa. For Penang: Glenisla, Ben Nevis. For Singapore: Star of the South. For Colombo: Scawfell, Conference.

At Liverpool.—For Yokohama and Hiogo: Mora. For Penang, Singapore, Hong Kong, and Shanghai: Agamemnon (str.) For Singapore and Manila: Aurrera (str.). For Singapore: Hendrick Fish. For Colombo, &c.: Burmese (str.). For Ceylon, &c.: Alexandra. For Galle: Ellen Munroe. For Batavia and Sourabaya: Emma and Robert. For Batavia: Urania.

At Glasgow.—For Singapore: Brisbane (str.). For Manila and Ilo Ilo: Saleta. For Colombo: Emma Ives.

SPOKEN.

N. Q. D. L. (Dut. ship), Liverpool to Singapore, June 28, 13 N., 27 W.
Perdenlauw (?) (barq.), Newport to Singapore, June 13, 30 S., 26 W.
Falcon, London to Hong Kong, June 23, 8 N., 27 W.
Sires, Manila to London, July 31, 43 N., 27 W.
Colibri (Ger. brig.), Cardiff to Singapore, May 27, 4 N., 23 W.
Warden Law (barque), Newport to Singapore, June 13, 30 S., 26 W.
Emma (Dut. barq.), Newcastle to Batavia, July 2, 10 N., 26 W.
Meridian, Singapore to Liverpool, June 10, 29 S., 48 E.
Eugene (ship), Java to Falmouth, July 12, 15 N., 27 W.
Lady Douglas, London to Sarawak, April 12, 32 S., 16 W.
L. J. Enthoven, Liverpool to Singapore, July 28, 13 N., 27 W.
Henrietta Adriana, Cardiff to Singapore, June 24, 8 N., 24 W.
Nizam, Swansea to Galle, June 15, 27 S., lon. 22.
Zuid Holland, Newcastle to Batavia, June 15, 47 days out.

FREIGHTS AND CHARTERS.

We have no material change to note in berth rates of freight to and from the Eastern ports since our last issue.

Current Rates of Freight for Vessels on the Berth.

Per Steamers via Suez Canal. — To Yokohama: 60s. weight or meast. To Hiogo: 70s. weight or meast. To Nagasaki: 70s. weight or meast. To Shanghai: 50s. weight, 40s. meast. To Hong Kong: 50s. weight, 40s. meast. To Singapore: 50s. meast. To Penang: 45s. weight, 40s. meast. To Colombo: 45s. weight or meast. To Foochow: 85s. meast. To Chefoo: 90s. meast. To Manila: 85s. weight or meast. To Batavia: 50s. meast. To Cheribon: 60s. meast.

Per Sailing Vessels.—To Yokohama: 35s. weight or meast. To Hiogo: 40s. weight or meast. To Shanghai: 32s. 6d. weight, 25s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 25s. weight or meast. To Penang: 30s. weight or meast. To Colombo: 35s. weight, 25s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Singapore: £27, f.c. To Penang: £27, f.c. To Colombo: £26. To Galle: £20.

From Newport, Cardiff, or Swansea, per ton.—To Hong Kong: (small) 32s. To Singapore: 25s. To Galle: 20s. To Batavia: 27s. To Colombo: 25s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Galle: 18s To Singapore: 21s.

CASUALTIES.

The Johanna (ship), of Alblasserdam, from Rotterdam to Batavia, anchored off Broadstairs, Aug. 10, having lost anchor stock; she has been supplied.

The Nenuphar (barq.), of Sunderland, Souter, from Colombo, which arrived at St. Helena July 21, reports having experienced a terrific gale on 22nd June, in lat. 33 S. lon. 33 E., and is making four inches of water per hour. [The above vessel proceeded, 21st July, for London.]

The Jan Van Brakel, Roever, from Macassar, arrived at Falmouth Aug. 8, with loss of foretopsailyard and jibboom.

Mauritius.—(Aden, Aug. 8).—The Francois Felix (Fr. barq.) was caught on the edge of a cyclone, but did not sustain much damage (the above vessel sailed from Saigon, May 24, for Marseilles).

Batavia.—(Singapore, Aug. 7).—The John Tucker, from Ilo Ilo to Queenstown, with sugar, has been totally wrecked on a reef in Macassar Straits; crew saved.

Nagasaki.—(By telegram, received 7th Aug.)—The Estepona returned 31st July; tank top started; has executed temporary repairs; sails again for Shanghai immediately weather permits.

MISCELLANEOUS.

At Suez, Aug. 12, Harrington (str.), from Java, for Holland. Advices from St. Helena July 21, state that the *Gazelle*, Louer, from Java to Falmouth, which put in there 9, with damage, proceeded on the 14th.

At St. Helena, July 15, Peru, Cumpsty, from Colombo; 21, Kedron, Mann, from Singapore, and sailed for Liverpool.

At Port Elizabeth, July 8, Zehlinaa, Chalmers, from Bassein.

At Mauritius, June 24, Georges Ville, Joubert, and sailed for Batavia.

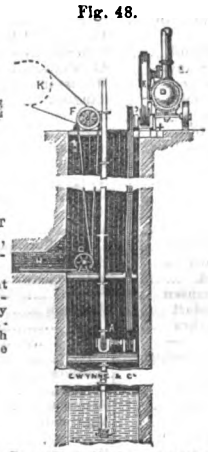
GWYNNE and Co., Hydraulic and Mechanical Engineers,

ESSEX STREET WORKS, STRAND, LONDON, W.C.

Fig. 39.

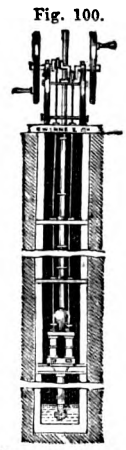
Gwynne & Co.'s Patent Pumping Machinery, s applied to emptying Docks.
The whole arrangement very compact and self-contained. References to many applications combining unparalleled efficiency with moderate first cost will be given.

Fig. 48.



Gwynne & Co.'s Improved Patent Centrifugal Pump.
Fixed in a deep well, mine, or coal-pit, and driven by a portable or fixed engine fixed on the surface of the ground. Can be had of all sizes, and capable of raising any quantity of Water.

Fig. 100.

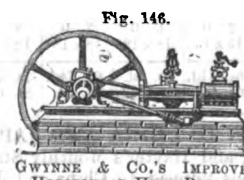


Gwynne & Co.'s Improved Double Barrel Deep-Well Pump,
For Hand-power, adapted for ordinary wells of any depth, of most careful construction, and on the most approved system.

Fig. 86.

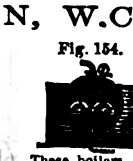
Gwynne & Co.'s Improved Chain Pump, worked direct by Steam Engine.
These Pumps work without valves or packing, and raise a considerable quantity of water. They will lift sand, mud, or grit without choking, and require only very inexpensive repairs.

Fig. 146.



Gwynne & Co.'s Improved Horizontal High-Pressure Steam Engine.
With or without Expansion Gear, for economical working.
From 4 to 100-horse power.

Fig. 154.

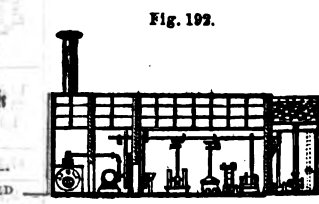


Gwynne & Co.'s Improved Cornish Boilers with double flues.
These boilers are simple and compact. They are proved by hydraulic power to double the working pressure, are got up with the greatest care, and none but first-class materials are used in their construction. Estimates given for any size or shape of boiler.

Fig. 142.

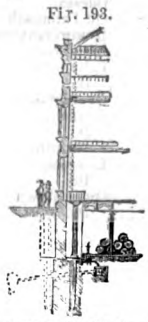
Gwynne & Co.'s Improved Portable Steam Engine.
Light, simple in construction, durable, and economical, and very superior to "Agricultural" Engines.
From 2½ to 30-horse power.

Fig. 192.



Gwynne & Co.'s Improved Machinery for pressing Oil from Seed, Olives, Fat, &c., &c.
The above shows an arrangement for a seed oil mill, and comprises, besides the requisite motive power, a crushing mill, pair of runners, heating apparatus, hydraulic press, and pumps. A Centrifugal Pump is added to lift water or any purpose required.

Fig. 193.



Gwynne & Co.'s Improved Hydraulic Lifts.
Worked by the supply from a tank at the top of the building, or from main pipe of any water company's supply. Well adapted for lowering wine, or other produce, into or up from cellars, or bankers' and jewellers' safes into the strong rooms. The waste water runs into the sewer.
Prices on application.

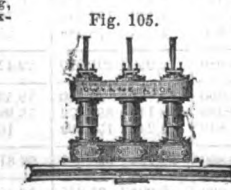
Fig. 121.

Gwynne & Co.'s Boring Tools.
Of greatly improved construction. The figure represents those most frequently used, but the form and number vary much with the nature of the soil, and size of the bore
G. & Co. can confidently recommend these as the best in the market.

Fig. 31.

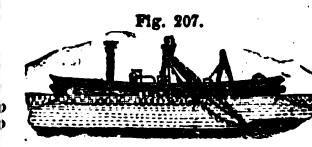
Gwynne & Co.'s Patent Portable Pumping Engine and Floating Irrigator.
In which the Pumps are furnished with hose for distributing the water over the adjoining plantations. Made in all sizes.

Fig. 105.



Gwynne & Co.'s Improved Treble Barrel Lift and Force Pump.
These are made with gun metal barrels, copper piston rods, and brass valves. The workmanship and materials throughout are of the very best class, and comparison with those of other makers is challenged. Gwynne & Co. make single and double-barrelled pumps upon the same principles.

Fig. 207.



Gwynne & Co.'s Improved Dredging Machinery.
The boat can be constructed so as to draw only 18 inches of water, if required. The machinery is extremely simple, yet thoroughly effective, the workmanship and materials are of the first class, and the amount of work it will do, compared with the cost, most favourable.

TWENTY PRIZE MEDALS AWARDED TO THIS MACHINERY IN ALL THE CHIEF CITIES OF THE WORLD.

Large Illustrated Catalogue with many Estimates, and upwards of 200 Engravings, post free for Twenty-four Stamps to any part of the world.

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(Registered in Berlin as a Limited Company, under Prussian Law.)

CAPITAL SUBSCRIBED AND PAID UP,

15,000,000 Thalers (£2,250,000).

RESERVE FUND—334,537 Thalers.

HEAD OFFICE, BERLIN—29, BURG STRASSE

LONDON BANKERS.
National Provincial Bank of England
German Bank of London (Limited).

LONDON SOLICITORS.
Messrs. Freshfields.

AGENCIES.
Hamburg, Bremen, Shanghai, and Yokohama.

AGENTS IN NEW YORK.
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LONDON AGENCY.
50, Old Broad-street, E.C.

MANAGER.
G. Pietsch, Esq.

The London Agency is prepared to transact Foreign Banking business of every description, on terms to be ascertained at its office.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street, London, 1874.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.

HEAD OFFICE—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).

LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

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MacEWEN, FRICKEL, & Co.,

QUEEN'S ROAD, HONG KONG.

GENERAL STOREKEEPERS AND COMMISSION AGENTS.

Special Agents for the
LONDON AND CHINA EXPRESS.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, 5,000,000. All paid up.
Reserve Fund, $1,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street
BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

COWASJEE DINSHAW,

Close to the Landing Place, Depot of
EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers
The *London and China Express* on Sale.

HOLLOWAY'S OINTMENT

AND PILLS.—Diseases of the skin, ringworm, scurvy, jaundice, scrofula or king's evil, sore heads, and the most inveterate outward diseases to which the human frame is subject, cannot be treated with a more safe and certain remedy than Holloway's Ointment and Pills, which act so peculiarly on the constitution and so purify the blood that those diseases are at once eradicated from the system, and a lasting cure obtained. They are equally efficacious in the cure of tumours, burns, scalds, glandular swellings, ulcerous wounds, rheumatism, contracted and stiff joints. These medicines operate mildly and surely. The cures effected by them are not temporary or apparent only, but complete and permanent.

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THIS HOTEL, situated on the Espianade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steamship lines in and out of Yokohama.

J. LYONS, Manager.
W. H. SMITH, Managing Director

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ON the Grand Canal. First-class house, with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

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Restaurant and Table d'Hote. Baths and all other conveniences.

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ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

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THIS Hotel is most pleasantly situated in front of the Royal Gardens, and can be highly recommended to passengers per Messageries steamers to and from India, China, &c.

HOTEL KRON PRINSEN HAMBURG.

SITUATED on the Alster. A first-class House, at moderate prices.

HOTEL CASTIGLIONE—PARIS.

SITUATED in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from f.50 to f.4 per day. Restaurant, Table d'Hote, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the establishment.

12, RUE CASTIGLIONE, 12.

HOTEL DE LA VILLE, TRIESTE.

PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt water Baths.

Restaurant, Cafe, and Reading Room, with English French and German papers, and the *London and China Express*. Omnibus attends the trains.

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COMMISSION AGENT
SAN FRANCISCO.

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Contractors for Military and Police Clothing and Accoutrements.

Household Furniture, Musical Instruments, Ironmongery, Fire Arms, Agricultural Implements, Cutlery, Carriages and Saddlery, Boots and Shoes, Wines and Spirits, Beers and Ales, Preserved Provisions, Perfumery, Stationery, Books, Toys, &c., shipped at lowest export prices.

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Foreign produce disposed of for a Commission of Two-and-a-Half per Cent. Price Lists post free.

Special advantages to Hotel Keepers and Regimental Messes.

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Price Lists may be had of WHEATLEY and Co., Bombay, or Office of *Calcutta Englishman*, Calcutta.

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SPECIAL NOTICE.—SUEZ CANAL.—Under contract with H.M. Government.—The PENINSULAR AND ORIENTAL COMPANY'S weekly steamers now proceed through the SUEZ CANAL with H.M. mails to Bombay and Calcutta alternately.

OVERLAND ROUTE and SUEZ CANAL. — Under contract for the conveyance of the Mails to the Mediterranean, India, China, Japan, and Australia. The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, from Venice every Friday, and from Brindisi, with the Overland Mails, every Monday.

Offices, 122, Leadenhall-street, E.C, and 25, Cockspur-street, S.W.

JAPAN AND CHINA.

Great Reduction in Fares.—Mail Route via San Francisco.

THE PACIFIC MAIL STEAMSHIP COMPANY will despatch their magnificent Steamers of 3,000 tons and upwards, with mails and passengers, twice every month, from San Francisco to Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, and vice versa.

THROUGH FARES FROM ENGLAND, via New York and Panama, to Yokohama, £60; beyond Yokohama, £70. Via Union Pacific Railway, to Yokohama, £73; beyond Yokohama, £83. Best berths in steamers.

The Company's Steamers leave New York twice a month (via Panama) for San Francisco and intermediate ports.

For Through Fares and other information apply to Messrs. BOWDEN and WILLANS, 34, Leadenhall-street.

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OVERLAND ROUTE via MARSEILLES and SUEZ CANAL. — MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET. — FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Iraouaddy ...	August 30	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Hoogly ...	Sept. 13		
Peiho ...	Sept. 27		
Mei-Kong ...	Oct. 11		
Sindh ...	Oct. 25		
Provence ...	Nov. 8		

The Steamers of the 30th August and 27th September and 25th October connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 13th Sept., 11th Oct., and 8th Nov. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenfalloch	100 A1	2,126	275	Aug. 25
Glencarn	100 A1	2,120	330	Sept. 15
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Glengyle	100 A1	1,676	200	To follow
Glencingles	100 A1	2,120	330	New boat
Glenfinlas	100 A1	2,120	330	To follow
Glenartney	100 A1	2,106	330	To follow

For terms of Freight and Passage apply to McGREGOR, GOW, and Co., No. 1, East India-avenue, London.

With despatch.

FOR HONG KONG, the well-known favourite clipper INVINCIBLE, A1 13 years, 657 tons register, E. BRAITHWAITE, Commander; South West India Docks.

For Freight apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

With quick despatch.

FOR SHANGHAI, the well-known clippper, COREA, A1 14 years, 581 tons register, ROBERT CARR, Commander: South West India Docks.

For Freight, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

CHINA TRANS-PACIFIC STEAMSHIP COMPANY. San Francisco to Yokohama and Hong Kong. The steamers of this Company have made the fastest passages on record. The steamship VANCOUVER will leave San Francisco on the 15th September. Through tickets from Liverpool, via New York and the Pacific Railway, to Yokohama, £73 18s. To Hong Kong, £10 extra.

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Singap., Bat., Samarng, & Sourabaya...	Banca, s.s. (new).....	A1	S.W.I.D.	With des.
Yokohama & Hiogo	Evelyn	A1 13 yr	S.W.I.D.	With des.

For Freight or Passage, apply at 5, Newman's-court, Cornhill, London, E.C.

With quick despatch.

FOR YOKOHAMA AND HIOGO, the favourite composite clipper ship, BLACK PRINCE, A1 17 years, 750 tons register; W. INGLIS, Commander; East India Docks.

For Freight or Passage apply to the Owners, Messrs. BARING, BROS., and Co., 8, Bishopsgate-street, E.C; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, (corner of Cornhill), E.C.

CASTLE LINE OF STEAM PACKETS FROM LONDON.—For SINGAPORE, HONG KONG, SHANGHAI, YOKOHAMA, and HIOGO.—Last shipping day, 24th August. To sail on 26th August, full or not full. The magnificent Clyde-built steamship BRAEMAR CASTLE, 100 A1, 2,182 tons register, 300-horse power nominal, A. MARSHALL, Commander, now loading in the South West India Dock. This well-known steamer has accommodation for a few first-class passengers.

Apply to THOMAS SKINNER and Co., 5, East India-avenue, E.C.

THE CHINA LINE OF STEAMERS, via the SUEZ CANAL, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates, at shippers' risk; with immediate despatch; the favourite full-powered screw steamer NANKIN, 100 A1, 1,830 tons register, 300-horse power nominal; R. McNABB, Commander; South West India Docks. This favourite steamer, one of the fastest in the trade, has elegant accommodation for first class passengers, replete with every comfort.

For Freight or Passage, apply to the Owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within (corner of Cornhill).

SINGAPORE, HONG KONG, FOOCHOW, SHANGHAI, s.s. MONGOL, via Suez Canal. This magnificent Clyde-built steamship, 100 A1, 2 260 tons gross, 400-h.p. nominal, J. FLAMANK, Commander, will load in Victoria (London) Docks; last shipping day 29th August. Has splendid accommodation for first-class passengers, including bedding, &c.

Apply to GELLATLY, HANKEY, SEWELL, and Co., Albert-square, Manchester; 1, Fenwick-street, Liverpool; and 51, Pall-mall, S.W., or 109, Leadenhall-street, E.C., London.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail.
Braemar Castle, s.s.	100	Thos. Skinner & Co.	Aug. 26
Glenfalloch, s.s. ...	2,126	McGregor, Gow, & Co.	Aug. 30
Nankin, s.s.	2,423	Norris & Joyner...	Sept. 11
Star of the South ...	665	Wright Bros. & Co.	Sept. 10
Glenearn, s.s. ...	2,120	McGregor, Gow, & Co.	Sept. 15
LIVERPOOL.			
Agamemnon, s.s. ...	1,550	Alfred Holt ...	Aug. 26
Nestor, s.s. ...	1,414	Alfred Holt ...	Sept. 8
GLASGOW.			
Normanby, s.s. ...	1,200	T. Skinner & Co.	Aug. —
Brisbane, s.s. ...	1,500	„ „	Aug. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

CEYLON COFFEE ESTATES.

THE safest, surest and quickest mode of realising Coffee Estates is by registering them with the undersigned, who is always prepared to buy or to sell.

Seventy already sold—fifty now on the register.

ALEX. BROWN Kandy.

ALEXANDER BROWN,

ESTATE AND GENERAL AGENT,

KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and transacts all kinds of Estate and Agency Business.

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WALL LIGHTS AND LUSTRES FOR CHANDELIERS IN BRONZE AND ORMOLU

KEROSENE, MODERATOR AND OTHER LAMPS FOR INDIA AND HOME USE.

TABLE GLASS OF ALL KINDS.

ORNAMENTAL GLASS, ENGLISH AND FOREIGN

LONDON—Show Rooms, 45, Oxford-street, W.
BIRMINGHAM—Manufactory and Show Rooms, Broad-street. Established 1807.

IMPROVED AND ECONOMIC COOKERY.—Use

LIEBIG COMPANY'S EXTRACT OF MEAT

as "stock" for beef-tea, soups, made dishes, and sauces; gives fine flavour and great strength. Invariably adopted in households when fairly tried.

CAUTION.—Genuine only with Baron Liebig's facsimile across label.

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(LATE OF SINGAPORE),

EAST INDIA AGENT,

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2. RUTTER'S METRIC SYSTEM OF WEIGHTS AND MEASURES TABLES. Price 4s.
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4. RUTTER'S GENERAL INTEREST TABLES FOR DOLLARS, FRANCS, MILREIS, &c. Price 10s. 6d.

London EFFINGHAM WILSON, Royal Exchange.

P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

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Trieste...	PERCO and Co., Corso.
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Yokohama	

OFFICE, 2, COWPER'S-COURT, CORNHILL (Over the Jerusalem).

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, August 17, 1874.

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 573.] LONDON, MONDAY, AUGUST 24, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Aug. 24.
JAPAN—Yokohama	—	—	July 20*
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki			
CHINA—Peking	—	—	„ 22
Tien-tsin			
Chefoo			
New-chwang			
Hankow	—	—	„ 28
Kiu-kiang			
Chin-kiang			
Shanghai	May 15	June 27	July 4
Ningpo			
Foochow			
Formosa			
Amoy	—	—	
Swatow			
Hong Kong	„ 29	July 3	„ 11
Canton			
Macao			
PHILIPPINES—			
Manila			5
COCHIN-CHINA			
Saigon			„ 14
SIAM — Bangkok			
BORNEO			
Labuan			
Sarawak			
JAVA — Batavia	—	—	„ 12
Samarang			
Sourabaya			
MALACCA STRAITS—			
Singapore			„ 18
Penang	—	—	
CEYLON—			
Galle			
Colombo	—	—	

* *Via* San Francisco,

THE MAILS, &c.

The French mail, with advices dated as above, was delivered, *via* Marseilles, this morning, its due date. The next inward (P. and O.) mail, with dates Yokohama, 8th; Shanghai, 11th; Hong Kong, 18th; Singapore, 25th July, is due, on Monday next, the 31st inst.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Peiho*, arrived Aug. 21.—From Yokohama: None. From Shanghai: Messrs. Siegfried, Guierry, Geraud Bray, Eustace. From Hong Kong: Messrs. Erdmann, Burmeister, Gust, Hitzerotts, Menoche, Dreyer, Coles. From Saigon: None. From Batavia: Messrs. Kloot, Schroter, Oullet Van Braan Maeris, Leclaire, Nicolas, Baron de Grovestius, Mr. and Mrs. Stelling, Mr. and Mrs. Stuffken, and Mrs. Barge. From Singapore: Messrs. Stefens, Burkhardt, Lucardie, Piepers, Birkhoat, Morice, Salmeron, Valdivielo, Moral, Charpentier, Martin, Maurique, Borda, Nogueras, Rodriguez, Anton, Mr. and Mrs. Croll, Mrs. Glinz.

PASSENGERS OUTWARD.

Per P. and O. steamer *Nizam*, from Southampton, Aug. 20.—To Shanghai (*via* Bombay): Dr. W. Valentinez, Dr. C. Adolf, Mr. Kardaetz, Dr. E. Reimann, Mr. F. Deickmille, Mr. Esckke.

Per P. and O. steamer *Khiva*, from Southampton, Aug. 27.—To Hong Kong: Miss Neale and servant, Mr. Albert Leigh. To Ceylon: Mr. C. J. D. A. Cole. To Singapore: Mr. J. Barkinshaw.

Per P. and O. steamer *Zambesi*, from Southampton, Sept. 10.—To Hong Kong: Mr. Legge. To Singapore: Mr. J. W. Withan, Miss King. To Ceylon: Mr. R. W. D. Moir, Mr. Dashwood, Mr. T. Skinner.

Per P. and O. steamer from Southampton, Sept. 24.—To Ceylon: Mr. E. A. Marras.

Per P. and O. steamer from Southampton, Oct. 8.—To Ceylon: Mr. and Mrs. Barker and son. To Galle: Miss Copeland. To Singapore: Mrs. G. F. Hose, Mr. and Mrs. Skinbrigge.

Per French steamer *Iraouaddy*, Aug. 30 (booked from London).—To Yokohama: Mr. and Mrs. O. Voigh. To Hong Kong: Mr. T. Thomas. To Galle: Mr. Ridley. To Batavia: Mr. B. A. Bergendakes, Mr. Bernard, A. Bergendahi.

Per French steamer *Hooghly*, Sept. 13 (booked from London).—To Shanghai: Mr. and Mrs. Hall. To Singapore: Mr. Riechmann. To Hong Kong: Mr. Hulse, Mr. Pearson, Mr. W. Wilson. To Batavia: Mr. Fraser.

Per French steamer *Peiho*, Sept. 27 (booked from London).—To Hong Kong: Mrs. Deane, Miss Deane, Miss Lechler, Miss Peter, Miss Sness, Miss Graham. To Batavia: Mr. and Mrs. Oosteron and two children, Mr. and Mrs. van der Leuw. To Galle: Mr. and Mrs. Ballardie.

Per French steamer *Meikong*, Oct. 11 (booked from London).—To Shanghai: Mrs. Seward. To Galle: Mr. Karslake, Mr. Cross, Mr. and Mrs. Vandespare.

Per French steamer *Sindh*, Aug. 25 (booked from London).—To Shanghai: Seven missionaries.

To Java, per Nederland Company's steamer *Koning der Nederlanden*, from Nieuwediep, Aug. 15.—Mr. and Mrs. E. Frieswyk and two children, Miss A. M. H. Hoogenstraten, Mr. and Mrs. P. J. Janssens, H. B. van Rhyn, J. J. Beeringh, Mr. and Mrs. J. van Kiss, Mr. and Mrs. M. Levie and one child, Mr. and Mrs. C. Samuels, two Brothers Loonen, Mr. P. J. L. Vrydag, Mr. J. Thie, Mr. J. Cores de Vries, Mr. and Mrs. D. N. F. Kiehl, Mr. and Mrs. C. W. v. d. Ven, Mr. J. A. van der Meer, Mr. and Mrs. J. Bayer, three children, and servant, Mr. and Mrs. L. J. Godefroy, Mr. N. H. M. Bollaan, Mr. and Mrs. F. H. van Olfen, Mr. J. P. van der Lith, Mr. J. Leber, Mr. A. J. B. Logeman, Mr. J. van Assen, Mr. W. van Assen, Mr. E. van Assen, Mr. and Mrs. H. Koen and three children, Mr. R. F. L. Romkes, Mr. H. Maas, Mr. C. Kooyman, Mr. C. Blairon, Mr. C. Kaag, Mr. J. C. Schaaf, jun., a detachment of 200 soldiers, under command of Mr. J. W. A. Kooyman, captain of infantry, accompanied by his wife and six children, and the following officers:—H. F. Weychardt, accompanied by his wife and three children, W. F. Bonga, E. S. Maller, W. F. H. S. Petter.

Summary of News from the Far East.

JAPAN.

The Pacific Mail Company's steamer *Colorado* arrived at San Francisco on the 8th Aug., with dates from Yokohama to the 20th July. The following has been telegraphed to the New York papers:—

The great subject of interest still continues to be the Japanese expedition to Formosa. The Japanese have quite succeeded in the primary object of the expedition, and might retire with good grace. Indeed, they have nothing else to do there, unless it be true that they think of colonising, and that, to all foreigners and to many among themselves, appears mere folly.

The Mikado has made no public appearance during the month.

The Emperor pays out of his privy purse the expenses of a foreign doctor to attend the troops in Formosa.

The Deliberative Assembly commences its sitting in September.

There is a report that the Japanese have left the Island of Saghalien and gone to Yesso.

It has been publicly mentioned for some days, and not contradicted, that the would-be assassins of Iwakura, lately Japanese Ambassador to Foreign Powers, have been decapitated.

The Japanese Government has appealed to the Circuit Court of California against an adverse decision given by a United States Consul, in the last suit against the Pacific Mail Steamship Company, for $10,250 damages, for breaches of contract.

Shipments of tea from here continue to be on a larger scale than in former seasons. In consequence of the excessive competition among buyers, prices have run too high to leave a margin of probable profit to buyers.

The Government is evidently opposed to the circulation of foreigners in the interior unless they will agree to be subject to Japanese law.

CHINA.

SHANGHAI.

Dates by this mail extend to the 4th July. The outward French mail of 22nd May was expected on the morning of the 5th July. We take the following items from the *North China Herald*:—

The Chinese are reported to be pushing on the making of ammunition at the Shanghai Arsenal, with the view of putting their gunboats in a state for active service. Though some of the

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vessels have been afloat a considerable time, their equipment has never been completed, but now that emergency arises the tardy Mandarins are having the spur applied to them. Lead-cased shot for rifled ordnance, common shot, fuses, cartridges, &c., are being turned out, and occasionally shipments are made "for Tientsin." The making of shell has not, we believe, been so far accomplished, and the torpedoes are said to be not altogether a success.

A memorial, addressed to the Recreation Fund Trustees, against the rumoured intention to appeal the recent case, is in circulation, and has already received a large number of signatures. It is stated that the Fund Trustees have already applied for leave to appeal, and are prepared personally to bear the costs.

Meetings of the Mih-ho-loong Hook and Ladder and Rifle Companies have been held at the Truck-house, for the purpose of electing a first assistant foreman of the former and a lieutenant in the latter Company. The vacancies had been caused by the resignation of Mr. Groom. Captain Rice occupied the chair, and expressed the regret of the members at the prospect of losing the active and efficient services of Mr. Groom. At the unanimous desire of both companies, Mr. Groom, after explaining the reasons which had induced him to resign, consented to withdraw his resignation, and resume the two offices. The announcement was received with much applause and formal, motions were proposed, seconded, and carried unanimously, that the withdrawal should be received. Four new members of the Hook and Ladder Company were elected, viz., Messrs. S. Campbell, Mackenzie Bradley, Grose and Andrew; and Mr. W. Pryer was placed on the Committee in the room of Mr. Low, resigned.

The Temperance Society's opening meeting in the new Hall went off successfully. The programme included several good songs, a recitation, a telling address by Rev. Mr. Thomas, and a Shakesperian reading, from the *Merchant of Venice*, which was admirably given. The President, Mr. Blethen, made a few remarks at the close in a congratulatory and hopeful strain, and intimated that it was intended to hold fortnightly meetings during the summer. The meeting marks an important epoch in the history of an excellent, and, we are glad to be able to say, flourishing institution.

The new regulations for jinricksha traffic have come into force. Stands have been fixed, and notice boards are to be put up in order that the coolies may have before them the rules by which they are to be guided. The police have recently been endeavouring to bring the men to a sense of what is required of them, by restricting as much as possible the practice of perambulation in search of hire. Generally the offenders have been cautioned and allowed to go, but on Monday a first example was made by taking one to the Mixed Court, where the Magistrate ordered that he should be locked up for the day. The result is a great improvement in the behaviour of this class of public servants; when they do try "crawling," instead of persecuting pedestrians with the incessant iteration of "master, sit down," they venture only to bring their vehicle close to the intended victim, and to halt a moment, in the hope that he may be induced to step into it unsolicited. It will be no slight boon, in the crowded state of our streets, to have them kept under strict regulation.

The list of Silk shipped by the *Venetia* gives, for London, 2,151 bales; Marseilles, 232; Lyons, 147; Milan, 50; Basle, 10; Bombay, 73; total, 2,663 bales. In addition, there were from Shanghai 67, and from Japan 66 bales waste silk for London.

There was a parade of 120 men of all ranks and companies of the S.V.C. on Monday night, including one gun of the Artillery and a few Rangers. The night was very hot, and the men of No. 2 looked enviously at the white jackets worn by Nos. 1 and 3, instead of the customary woollen tunic. Ammunition having been served out—rather unequally, for some got too much and some none at all—the column was marched out by the Maloo and Sinzah roads. An unseen enemy was engaged at the Gasworks, and the fight was continued by alternate skirmishing of companies until the Sinza village was passed. The march was then continued along Carter-road, and was hastened by the lowering aspect of the sky. An occasional halt was made for volley firing, and the Bund reached about eleven, when the men gladly dispersed, in search of dry clothing and cool drinks.

It was announced that the occurrence of the Volunteer parade would necessitate the omission of Wednesday's band performance, the usual practice night being taken up by it. The public were agreeably surprised on Wednesday, however, by having an exprses put into their hands intimating that, "by special desire," the weekly concert would come off as usual. A change of programme was provided, and the gardens were thronged. The night was charming; a cool breeze came from the river, the moon shone out on the scene, and to add to the panoramic effect on the water, a public-spirited yacht-owner had his craft garlanded with Chinese lanterns from stem to mast-head and mast-head to stern. The performance altogether was a great pleasure, and we are sure the public fully recognise their obligations to the members of the W. I. S. for the exertions they made to accomplish it. We are sorry to hear that the absorption in the orchestra for Chiarini's Circus, of the subsidised portion of the society's band, embracing most of the *forte* instruments, is likely to interrupt the weekly performances.

The translations from the *Peking Gazette* include a case which is very interesting as a sample of Chinese criminal jurisprudence. A man who murders his mother, though unmistakably lunatic, is, in conformity with the statutory punishment for the offence, sentenced to be sliced to death, while various small punishments are inflicted on neighbours who were cognisant of the man's condition and failed to report it to the authorities.

A meeting of Treaty Consuls was held on the 30th of June last, at which the representatives of Austro-Hungary, Denmark, Great Britian, Italy, Portugal, Sweden, Norway, and the United States were present. Intimations were received from the representatives of France, Japan and Russia of their inability to attend the meeting. After various correspondence had been read, it was agreed that Mr. Medhurst, on behalf of the Consular Body, should address the Taoutai in regard to his reports to the Governor-General upon the Woosung Bar, and the possibility of dredging it.

The suggestion contained in Mr. Seward's letter to the Council of June 25th, in regard to the tax on the Yangtse-poo Road, was approved, pending the response of the Council. Mr. Seward reported that the Taoutai has expressed himself favourable to the proposal of the Consular Body for the delineation of a Bund line on both sides of the river, and requested the Magistrate of the Mixed Court, and the Commissioner of Customs, to consult in regard to it. At Mr. Glover's suggestion, Mr. Medhurst and Mr. Seward had met Mr. Glover, Mr. Henderson, and Mr. Viguier for consultation. The latter has undertaken to prepare, as a first measure, a chart of the river, tracing upon it lines already determined, and those which he is prepared to recommend. This chart will be submitted to the Consular Body in the course of about two months. The matter of the requisition upon the Taoutai for a part of the cost of the Szechuen Road bridge was left for consideration, after the further views of the Council shall have been communicated.

FOOCHOW.

(FROM A CORRESPONDENT.)

The successful putting up of a telegraph connecting the foreign settlement at Foochow with Pagoda anchorage is an accomplished fact. From the foreign settlement it is to be carried into the Governor General's yamun in the city. Each of the telegraph post has an official notice painted on it warning the people not to interfere with them in any way, for if they do they will be severely punished. This line of telegraph cannot possibly pay the company; it is put up simply as an experiment, with the hope that they may induce the Viceroy to allow them to make an overland telegraph from the settlement to Amoy. Time will show what can be done. If there are complications with Japan no doubt it will be allowed, but not without. It is wonderful how Feng Shuy and such other obstacles to improvements vanish when the authorities are determined to carry a thing through.

Were it not that the Viceroy wishes to get speedy news of any Japanese vessels that may be cruising about, and wishing to place himself in instantaneous communication with the arsenal down at the anchorage, I fear the whole body of Foreign Consuls would have had to appeal a long time before they could have induced the authorities to allow them to erect a telegraph along the river to the Pagoda.

Thus far the Japanese excitement has done good, and will, I am convinced, do much more good to China before the affair is ended. China begins to perceive that she cannot look calmly on and see a near neighbour, whom she has hitherto looked upon almost in the light of a tributary State, going ahead and adopting the arts and sciences of Western nations and placing her in the background.

Whether the invasion of Formosa by the Japanese will end in war or not, there is this much certain, that China will find that if she wants to keep apace with Japan she must also cultivate the arts and sciences of the West, and I am inclined to think one of the first steps will be to have telegraphs stretching from one part of the Empire to the other. Railways may follow if China can only be brought to see the use of them, which, with an increasing fleet, she must do, for her ships will require coal, abundance of which there is in China, only waiting for a tramway or a railway to take it to a place of shipment.

It is generally thought that in the event of a war with Japan that the whole wooden fleet of China will be useless, and will be utterly unable to cope with the two Japanese ironclads. It is rumoured that the Chinese have telegraphed to Europe for the purchase of ironclads, which they think, if they can once get to China, they will be a fair match for the Japanese. China is, however, doing her utmost to prevent an open rupture; she is totally unprepared for war. She is painting up old forts, and placing old rusty guns in position. Woe betide the unfortunate men who fire them. I hear at the Arsenal they are getting drawings of torpedoes made—whether for use in this war I do not know.

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HONG KONG.

Dates extend to the 11th July. No later mail had arrived out.

We take the following from the *Daily Press* :—

Mr. Taro Ando has been appointed Vice-Consul for Japan at Hong Kong.

Our Macao correspondent informs us that Dr. Magalhaes' resignation from the military service has been accepted at Lisbon, and that he will now be no longer under the yoke of military discipline, from which he has suffered so much. Dr. Magalhaes has written a letter to the *Independente*, in which he states that he will discontinue the *Oriente*, but will devote his time to writing a volume, which will elucidate many points connected with the history of Macao in his time—that is from 1869 to 1874—and will give a sketch of the lives of the various Governors of Macao and Timor.

The *Bulletin* says that San Francisco promises to be the great tea depot of the United States. Recent critical examination of teas in store here for two or three years were found to be nearly as fresh and good as when first imported. Other tests have recently been made here by New York tea sharps with like results. Tea-tasters from Japan have also been here recently looking into this matter, and they are astonished to find their old teas keeping so well here ; they even say that in this dry climate teas will keep here three years in better condition than even four months in Japan or China. This is a very important matter, and goes to settle the question of making San Francisco the great depot and tea distributing point for the whole United States.

Her Majesty's ship *Challenger*, Captain G. S. Nares, was to leave New Zealand for China about the end of June.

Two Chinese in Gilman's bazaar over a squabble clashed choppers at each other, and were so seriously injured that the police had to send them to the hospital, and the symptoms of one before noon became so alarming that Dr. Wharry deemed it advisable to send for a magistrate to take the dying man's depositions. Mr. May, with a Court interpreter, accordingly repaired to the hospital for that purpose.

The Surveyor-General, in his endeavour to bring the roads and footpaths of the colony into their proper state and use, has obtained the removal of the numerous pork stalls, bird cages, money changers, and other like obstructions on the footpaths, which impeded his progress and that of the public. The long-standing obstructions in Cochrane-street came under Mr. May's notice yesterday, having been brought up by P. C. No. 8. The masters of the places named were told they would be given till Monday to clear away the obstructions, and if not done by that time the stalls would be seized and the owners punished.

A new weekly paper, entitled the *Celestial Empire*, has been issued at Shanghai at the *Evening Gazette* office. It is very well got up and arranged, and the first number contains good articles, a carefully written chronicle of the week, and commercial report.

The Inspector-General of Customs has issued, in conjunction with the usual annual returns of trade at the treaty ports, an abstract of trade with each foreign country since the year 1866. As illustrative of the progress which has been made, it may be noted that the direct trade with Great Britain, which amounted to fifty millions of taels in 1866, has increased to sixty-five millions of taels in 1873.

THE FORMOSA EXPEDITION.

(*Daily News Correspondent.*)

TAKAO, JUNE 20.

The Japanese occupation of Linkian is now causing very great agitation amongst the Chinese in Formosa, and matters look as if the two nations were very soon to come into collision over it. We have the gunboat *Dwarf* from the south, bringing very little news of the invasion. The extreme heat, and the fact that the Japanese have routed the most dangerous savages in those parts, have led to a cessation of hostilities for the present. The Japanese have partly removed to the opposite side of the island from Linkian, leaving still a camp with about 3,000 men at that place. Several Chinese villages have asked their protection, and many of the savage tribes are friendly. Progress in following up the Boutang savages is somewhat slow, on account of the mountainous nature of the country.

From time to time there have been arrivals of steamers and junks at Taiwanfoo with detachments of soldiers, arms, and ammunition, until I am informed there are now 20,000 Chinese troops in the island to suppress rebellion or defend it against invaders. The 3,000 or 4,000 troops sent to Changhoe to quell the disturbances there, have not returned to Taiwanfoo with the Chintai, but await the ripening of the rice crop in that district, with a view to securing it for their own benefit. This fact is interesting, in so far as it shows how Chinese troops are paid and fed, or rather left to pay and feed themselves—contrary to all discipline and proper control. About one-half of the Fokienese troops are armed with rifles and one-half with matchlocks, the Formosa men having only bows and arrows and spears ; but it is one thing to put rifles and sword bayonets in the hands of that the Chinese, and quite another thing to expect they will keep them well and understand their use. I observed that those who have them always keep the bayonets fixed, sometimes with scabbard and sometimes without it, and lug the combined arm about just as they would one of their long spears, with a bit of paper stuck in the barrel, and the lock rusted up. They are not oppressed with platoon exercise nor company drill, and blaze about with blank cartridge in the most promiscuous manner outside their barrack gate, just like a lot of boys with toy cannon. One man may have a percussion rifle, while his next neighbour labours away for an indefinite period of time trying to fire off an old matchlock with a fuse made of hempen rope, the disadvantages of the latter not being in any way discouraging to the simple-minded "brave."

Amongst the most recent arrivals at Taiwan-foo, there are three gunboats and one frigate or corvette, and these vessels may have some useful modern armament on board for the defence of Formosa. I did hear that the *Anlan* had a battery of Krupp guns from Canton. I have observed, however, a great quantity of rubbish being landed, in the shape of gingals—new, and evidently just out of the maker's hand—spear-heads, and hand grenades.

As yet the action of the Chinese had taken no particular direction, and it is possible they may only intend to stand on the defensive, but there has been lately a great stir at Taiwanfoo in anticipation of the arrival of a very high Mandarin who, backed up by twenty ships of war (four have already arrived and one or two war junks) is to "order" the Japanese away, and in the event of their refusing to expel them by force of arms. Rumour also adds that *all foreigners* will be set upon and killed at the same time. This Mandarin turns out to be Shen Pao Chen, formerly of the Foochow Arsenal, and he is accompanied by M. Giquel and M. Sejonzack. The party arrived on the 18th at Taiwanfoo, and I understand are soon to proceed to Linkian.

(*To the Editor of the "North-China Daily News."*)

SIR,—During a somewhat protracted residence here I have been a reader of your and other foreign journals published in China, and also of the papers published in the Chinese language. In all these I have discovered evidence of misapprehension, which may perhaps form a source of mischief, as regards the relations subsisting between my country and China. I beg therefore you will allow me to make a few remarks on the Formosan question in your issue of to-morrow morning.

The Formosan savages have repeatedly inflicted injuries on my countrymen which have lately been alluded to in your paper. For example, they slaughtered fifty-four Japanese belonging to the district of Yoyeyama, and in 1871 four shipwrecked men belonging to the district of Bitchu were robbed and maltreated and their junk rifled of everything. Claims for their wrongs have never been investigated by the Chinese Government, although years have elapsed since the occurrence complained of, which proves that the savages were far beyond Chinese influence, and over whom their authority did not extend.

I would add, moreover, that Prince Kung and other authorities of the Tsung-li Yamen discussed this matter last year at Peking with Mr. Soyeshima, and made not the slightest objections to the punishment of the savages by the Japanese Government, leaving them entirely at the disposal of Japan.

Our Government regarded this answer to their remonstrance as decisive, and accordingly decided on the Formosan expedition, which, we hold, is justified on two grounds—first, the disclaimer of responsibility on the part of the Chinese Government for the conduct of the savages ; and, second, their neglect of inflicting punishment. I have no doubt, therefore, that International law admits that, when a Government demands the punishment of those who have offended its people, and punishment is not inflicted, an expedition may be rightfully fitted out to obtain redress on the spot where the offence was committed.

Besides, the Japanese in this case having first obtained the assent of the Chinese Government to their taking the matter in hand themselves, no further communication was necessary.

Mr. Yanagiwara, the Japanese ambassador to China, is now at Shanghai, and I believe that he is negotiating on the matter with Mr. Pau (a special commissioner from his Majesty the Emperor of China, together with the Taoutai), to place the question on a friendly footing, which seems quite feasible, seeing that Prince Kung and the other Tsung-li Yamen authorities will not deny their former acquiescence.—

Very truly yours, MAKOTO.

Shanghai, 2nd July, 1874.

BORNEO.

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SARAWAK.

The *Sarawak Gazette* of 1st July has the following :—

Our rice harvest is now over, and is doubtless the most abundant we have had for years. We have received reports of the most satisfactory nature from all parts of the country; the least favourable being from Simanggang, where the crops were exceptionally good in the upper parts of Sakarran and Batang Lupar, but poor down river, on account of the ravages committed by rats.

The fine season so favourable to rice partly accounts for this abundance, but we are of opinion that the real reason lies deeper by referring to the trade returns we find scarcity of rice commenced with the working of gutta, the high price paid for that article caused rice culture to be neglected and farming a secondary consideration, as the wealth so easily obtained gave those engaged in collecting it the means of purchasing not only rice but luxuries.

In 1872 over three thousand tons of rice were imported from Singapore, in 1873 three thousand seven hundred tons. This year it has not reached nine hundred tons, and shows two hundred piculs imported in the month of June, against five thousand eight hundred piculs last year.

The gutta export is now much smaller, owing to its scarcity and the difficulties of collecting, farming has therefore received more attention, and a large increase in the production of rice, the result. Rice is getting cheaper every day ; and being exported to the Brunei side. The people are working steadily at their farms and collecting rattans ; and, in spite of the falling off on the export of gutta and import of rice, we consider it a sign of prosperity far healthier than that attained in 1871 and 1872 by the rush after gutta, inasmuch as it benefits the whole of the population instead of enriching the few.

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STRAITS SETTLEMENTS.

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PENANG.

No. 1.

PROCLAMATION AS TO PERAK.

By his Excellency Colonel Sir Andrew Clarke, R.E., C.B., K.C.M.G., Governor and Commander-in-Chief of the Straits Settlements.

Whereas an Engagement was entered into at Pulo Pankor on the 20th day of January 1874, at the instance of the Chiefs of Perak, and executed in the presence of his Excellency the Governor of the Straits Settlements, for the pacification of the country, the re-establishment of the Royal Family and Chiefs in their respective ranks and authority, for the security of the people in life and property, the advancement of trade, and the development of the resources of the country; which engagement was entered into by the said Chiefs of their own free will, and with the intent and desire that the same should be carried into effect under the protection, and with the aid of Her Majesty's Government; and Whereas the said Engagement has been approved.

Now be it Known to all Men, that, in terms of the said Engagement, Sultan Abdulla Mahamed Shah, son of the late Sultan Jaaffar Al MaAllum Shah, is recognised by Her Majesty's Government as Sultan of Perak and its Dependencies, and all Her Majesty's subjects and persons being in the Territories of Perak are required to take notice thereof, and to govern themselves accordingly; and Whereas, certain evil disposed persons are said to be engaged in conspiracies to disturb the peace of the said country of Perak, and to incite to rebellion against the lawful authority of the said Sultan Abdulla, and to the waging of unlawful war in Perak, such persons are hereby warned and required to desist from such practices, under the pains and penalties in that case made and provided.—By his Excellency's Command,

A. E. H. Anson, Lieut.-Governor of Penang.

Lieut.-Governor's Office, Penang, 13th July, 1874.

No. 2.

By his Excellency Colonel Sir Andrew Clarke, R.E., C.B., K.C.M.G., Governor and Commander-in-Chief of the Straits Settlements.

Whereas by an Engagement entered into at Pulo Pangkor on the 20th day of January, 1874, at the instance of and by the Chiefs of Perak, it was among other things agreed that the Bandahara Ismail, then acting as Regent Sultan of Perak, should on the recognition of Sultan Abdullah Mahomed Shah (son of the late Sultan Jaaffar Al Ma Alum Shah) be allowed to retain the title of ex-Sultan, with a pension, and that a small territory should be assigned to him; and whereas the terms of the said Engagement have been approved.

Now be it known to all men, that, in terms of the said Engagement, the said Ismail is recognised as ex-Sultan of Perak, and the sum of $1,000 is assigned to be paid to him monthly out of the revenues of Perak, and all the private property, in mines, lands, houses, cattle, &c., held by the said ex-Sultan Ismail, is preserved to him for his own use and purposes, and a portion of territory shall hereafter be marked out, by Commissioners to be appointed for that purpose, to be governed by the said ex Sultan Ismail, and hereafter no Taxes or Customs or other Duties shall be levied by the said ex-Sultan Ismail on persons other than those living on his own property, or in the territory to be so assigned to him.—By his Excellency's Command,

A. E. H. Anson, Lieut.-Governor of Penang.

Lieut.-Governor's Office, Penang, 13th July, 1874.

No. 3.

By his Excellency Colonel Sir Andrew Clarke, R.E., C.B., K.C.M.G., Governor and Commander-in-Chief of the Straits Settlements.

Whereas by an Engagement entered into at Pulo Pankor on the 20th day of January, 1874, at the instance of and by the Chiefs of Perak, it was among other things agreed that a certain portion of territory, that is to say the watershed of the Kreean river, on the southern side of the river, should be declared to be British territory, as a rectification of the southern boundary of Province Wellesley, to the mutual advantage of both countries, the boundaries of which territory will hereafter be marked out as provided by the said Engagement; and whereas the terms of the said Engagement have been approved.

Now be it known to all men that the watershed on the South side of the Kreean River, the inner boundaries of which will hereafter be marked out, is hereby declared to be British Territory, and that no authority is to be exercised and no taxes are to be levied in the said Territory, and anywhere in Perak to the South of the Kreean river, except by the Government of the Straits Settlement and by H. M.'s Resident or Assistant Resident in Perak, acting on behalf of the Sultan of Perak; and, with a view to the levy of the lawful revenue of the said places and securing the lives and property of persons trading in the said River Kreean, notice is hereby given that, on application at the Police Station at Nebong Tubal, by any person desiring to bring produce or goods up or down the said River Kreean, passes will be issued, and protection given, by the Officers in charge of the said Station, and all persons are warned against interfering with persons and boats in the said river, or attempting to take taxes in money or kind, under any pretext whatever. And further be it known that the rights of all persons now occupying and being in possession of lands in the said territory will be respected, and their lawful holdings guaranteed and secured to them, and for this purpose all such persons are invited to lodge their claims at the office of the Lieutenant-Governor at Penang, and all persons desiring to acquire unoccupied lands for the purpose of occupation, cultivation, or mining, can apply at the same office.—By his Excellenc'y Commander, A. E. H. Anson,

Lieut.-Governor of Penang.

Lieut.-Governor's office, Penang, 13th July, 1874.

Commercial Report.

(For dates see first page.)

IMPORTS.

Shanghai.—The business of the past week has been large. Business in Grey Shirtings was rather more brisk. White Shirtings are not moved without difficulty. There is a steady inquiry for T-Cloths. Drills of the ordinary kind have been wanted by the Northern traders. Jeans and Fancy Cottons are dull. Woollens have remained steady.

Manila.—During the past fortnight a considerable amount of business has been transacted at late quotations, although in some few cases prices have shown a somewhat downward tendency. For some classes of Coloured Goods, suitable for the rainy season now commencing, large sales have been made at a slight advance upon previous rates, but Prints continue difficult to move at remunerative prices.

EXPORTS.

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TEA.

Hankow.—Messrs. Drysdale, Ringer and Co.'s Report dated 30th June, says:—Since our last there has been very little doing, settlements being 7,870 chests and 7,052 half-chests, particulars of same are as follows:—4,886 chests and 5,498 half-chests at 1s. 4¾d. to 1s. 7¼d.; 2,984 chests and 1,242 half-chests at 1s. 1½d. to 1s. 4½d.; and 312 half-chests at 1s. 1¼d. There were 3,320 boxes shipped to Shanghai on native account. The only feature of interest during the week has been the arrival of the second crop Teas. They are chiefly from the Young-low-toong district and a few sales have been made from Tls. 20 to 22, one or two mixed parcels realising up to 23. This is about the Tael price paid last year, but with the favourable rates of exch. and freight they lay down a little under last year's prices. As regards quality, the few better parcels are about on a par with those of last year, but the bulk of the Tea to hand, so far, is of very inferior character. Buying has been confined to three or four houses and when the best Teas have been picked out we shall probably see much lower rates; or what is more likely, the Tea will be hurried forward to Shanghai. The first crop leaf may now be considered all to hand and we estimate that it shows a falling off of quite two millions compared with that of last year. Whether the deficiency will be made up in the later packings remains to be seen.

Shanghai.—Our Black Tea market has been very firm during the week, and a fair business has been done, though supplies have come forward very sparingly. The better grades of Ningchow have been more in demand than any other class, but most late settlements of these kinds shew fully Tls. 2 worse than was obtainable a fortnight ago. Second crop Teas have as yet only been shewn here to a small extent, and business in these has not commenced; but latest Hankow advices report that teamen were commencing to ship to this port. The quality so far proves to be anything but fine. Settlements during the week—13,136 chests at Tls. 19 for Shontam, up to Tls. 42 for fine Ningchow in boxes. Stock, 13,000 chests. Green: The market for Pingsueys continued strong up to the date of departure of the Pacific mail, but prices seem easier during the past two days, though still above those of last year at same date. Arrivals have been on a fairly large scale, and of good averge quality. Settlements for the week—9,663 half-chests Pingsuey, at Tls. 36½ to 53—according to assortment. Stock—Pingsuey, 22,900 half-chests; Shanghai-packed, 1,100 half-chests; total, 24,000 half-chests.

Manila.—Small sales have been made of Coffee. Sugar is weaker, but Hemp has advanced, the current price being $6.75 to $7 per picul.

Saigon.—Quotations for Rice are maintained with but very little alterations. Exports to Europe, Calcutta, and Java, have entirely ceased.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company	Tls.500	Tls.500	Tls.205	4 p.c.
Shanghai Gas Company	100	100	145	12 p.c.
Shanghai S.N. Company	100	100	97xd	12 p.c.
S. Tug and Lighter Company	850	850	550	12 p.c.
French Gas Company	50	50	67	11 p.c.
Hong K. Fire Insurance Co.	$1,000	$200	$520	12 p.c.
North China Insurance Co.	Tls.1,000	Tls. 300	Tls.360	trien.
North China Steamer Company	100	100	20	
Union S.N. Company	100	100	55	12 p.c.
Yangtsze Ins. Association	500	500	700	15 p.c.
Union Insurance Society	$5,000	$1,000	$1,550	trien.
China Traders Co. (Limited)	1,000	1,000	1,700	$250.p.sh
China and Japan Marine Ins. Co.	Tls.500	Tls.100	Tls.97	12 p.c.
Victoria Fire Insurance Co.	$500	$100	$125	12 p.c.
China Fire Insurance Co.	500	100	134	12 p.c.
Hongkew Wharf Co.	Tls.100	Tls.100	Tls.117	12 p.c.

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EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales and Cases.
From June 1, 1874, to July 3, 1874	26506240	12758234	85082	6349545	45699101	2147
From June 1, 1873, to July 3, 1873	20798095	2181000	—	4524675	27503770	3082

Shipments since last report, and included in above total :—

June 12 per Cutty Sark	From Hankow	...	1,270,650	
— 13 ... Zambesi (str.)	... Shanghai, &c.	...	1,270,073	
— 13 ... Achilles (str.)	... Do.	...	1,877,933	30
— 14 ... Glencarn (str.)	... Do.	...	2,201,317	
— 15 ... Braemer Castle (str.	... Foochow	...	2,354,758	
— 15 ... Nankin (str.)	... Hankow	...	2,678,544	
— 16 ... Sylvia (str.)	... Canton	...	914,310	
— 17 ... Glaucus (str.)	... Foochow	...	1,917,493	
— 18 ... Japan (str.)	... Hankow	...	2,199,966	
— 19 ... Mongol (str.)	... Foochow	...	2,245,160	
— 20 ... Iraouaddy (str.)	... Shanghai, &c.	...	310,653	
— 20 ... Deucalion (str.)	... Do.	...	1,683,149	304
— 21 ... Zambesi (str.)	... Do.	...	—	363
— 23 ... Galatea (str.)	... Foochow	...	1,793,566	
— 24 ... Sirius (str.)	... Do.	...	2,086,888	
— 27 ... Iraouaddy (str.)	... Shanghai, &c.	...	—	1,070

TO THE CONTINENT.

	Bales.
From June 1, 1874, to July 3, 1874	2337899	844
Do. do. 1873, to July 3, 1873	2059357	1462

Shipments since last report, and included in above total :—

June 21 per Zambesi (str.)	From Shanghai, &c.	...	—	71
— 27 ... Iraouaddy (str.)	... Canton	...	2,890	489

TO UNITED STATES OF AMERICA.

	Bls. & Cases.
From June 1, 1874, to July 3, 1874	2562373	23
Do. do. 1873, to July 3, 1873...	741388	319

Shipments since last report, and included in above total :—

May 22 per Great Republic (str.)	From Yokohama	...	352,222
— 26 ... Oregonian (str.)	... Shanghai	...	19,936
— 31 ... Vancouver (str.)	... Yokohama	...	578,335
June 6 ... Alaska (str.)	... Do.	...	283,983
— 10 ... Golden Age (str.)	... Shanghai	...	170,920
— 13 ... Vasco de Gama (str.)	... Canton	...	266,953
— 20 ... Deucalion (str.)	... Do.	...	59,823
— 27 ... Altona (str.)	... Do.	...	135,299

TO AUSTRALIA.

From June 1, 1874, to July 3, 1874	1,910,011
Do. do. 1873, to July 3, 1873	—

Shipments since last report, and included in above total :—

June 14 per Legislator (str.)	From Foochow	...	487,732
— 21 ... Amoy (str.)	... Do.	...	960,558
— 26 ... Elise	... Do.	...	440,721

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	... *	1863 to 1864	117,163,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,313
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,042	62,890
1853 to 1854	77,327,808	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,262	57,263
1862 to 1863	121,273,580	72,887	1873 to 1874	144,588,620	47,373

* Including the Continent.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 4d.	4s. 4½d.	4s. 4½d.
Shanghai „	5s. 9¾d.	5s. 10d.	5s. 10¼d.
Canton „ ... / Hong Kong „ ... / Macao „ ...	4s. 3⅞d.	4s. 3⅞d.	
Singapore „ ..... / Manila „	4s. 3½d.	4s. 3⅞d.	4s. 4d.

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 306	226½
„ Hong Kong	27 to 27½ dis.	—
Bar silver	Tls. 111.3.0	9 prem.
Mexican dollars	„ 72.9.0	2 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 20 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 38 per cent. discount.
China Traders' Insurance Company, $700 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 19 per cent. premium.
Hong Kong Fire Insurance Company, $300 prem.
Union Insurance Society (new shares) $60 premium.
China and Japan Marine Insurance Company, Tls. 92 per share.
China Fire Insurance Company, $29 premium.
Victoria Fire Insurance Company, $19 premium
Indo-Chinese Sugar Company, 9½ per cent. dis.
Shanghai Steam Navigation Company, 85 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9d., at Hong Kong 4s. 2½d.

LATEST TELEGRAMS.

THE JAPANESE EXPEDITION TO FORMOSA.

HONG KONG, AUG. 18.—Negotiations are still proceeding between the Chinese and Japanese Governments upon the Formosa question. China is stated to have given the Japanese ninety days to withdraw from Formosa, and is making immense preparations for war in the event of Japan refusing this ultimatum. The newspapers are confident of a peaceful solution, but among the Chinese there is a prevalent opinion that war will ensue.

TYPHOON IN JAPAN.

SHANGHAI, AUG. 22.

A severe typhoon prevailed at Nagasaki on the night of the 20th inst., causing much damage ashore and afloat and considerable loss of life among the native population.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, June 28th, Ambassador (str.).

At SHANGHAI.—From London, June 29, Bengal (str.); Aug. 19, Duke of Abercorn; 21, Glenfinlas (str.), Galley of Lorne (str.).

At HONG KONG and CANTON.—From London, Aug. 13, Galley of Lorne (str.); Glenfinlas (str.).

At MANILA.—From London, June 27, Ambota (str.); from Liverpool, 21, Grand Master.

At SINGAPORE.—From Newport, July 14, Europa; from Hamburg, 18, Essen (str.).

DEPARTURES.

From SHANGHAI.—For London, June 27, Canton (str.); 28, Sarpedon (str.).

From HONG KONG and CANTON.—None.

From MANILA.—For London, June 29, John Tucker, for Liverpool, via Cadiz; 24, Irurac Bat (str.); for New York, 23, Elmstone; 27, Johanne; July 1, Carrick, for Boston; June 14, Mindoro.

From SINGAPORE.—For New York, July 17, John Worcester; for London, Aug. 21, Glamis Castle (str.).

VESSELS PASSED STRAITS OF SUNDA.

Aug. 8, Elmstone, Manila to New York.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Aug. 17, at Texel, from Rangoon, Ivalo; 18, at Helvoet, from Rangoon, Constantia; at Brouwershaven, from Rangoon, Grasmere; at Antwerp, from Pentewan, Freedom; 19, at New York, from Colombo, John Kendall; from Zebu, Merom; Aug. 19, at Brouwershaven, from Bassein, St. Elena; Moonlight; 21, off Dungeness, from Java, Wm. Mackinnon (str.); at Portland Roads, from Hankow, Japan (str.); 20, off Scilly, from Rangoon, Americana; at Leith, from Hong Kong, Orient (str.); 6, at San Francisco, from Hong Kong, Nightingale; 23, off the Wight, from China, Nankin (str.)

DEPARTURES.—Aug. 21, from London, for Cardiff and Penang, Vanguard; 20, from Cardiff, for Singapore, Houri; for Atchin, Twee Cornelessen; 19, from Penarth, for Galle, Antonio Ferraro; for Singapore, Sollecito; 22, from London, for Colombo, &c., Africa (str.); 20, from Greenock, for Java, Sourabaya; from Sunderland, for Colombo, Chittagong.

MISELLANEOUS.—At Table Bay, July 14, Roslyn Castle, Gutheru, and sailed for Galle; 18, Arundel Castle, Fulton, and sailed for Galle. At Simon's Bay, July 15, Tromp, Hoekstra, and sailed for Batavia. At Algoa Bay, July 15, Gwendoline, Tallack, and sailed for Batavia.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

DUNMAN—On the 1st July, at Shanghai, the wife of R. Dunman, of a daughter.

MORRIS—On the 27th June, at Foochow, the wife of Benjamin John Morris, of a daughter.

PENNEY—On the 5th June, at Kobe, the wife of G. Penney, of a daughter.

QUEDENS—On June 28, at Swatow, the wife of Mr. G. H. Quedens, of a daughter.

SKINNER—On the 27th June, at Hongkew, the wife of G. Skinner, of a son.

SPARKES—On the 14th Aug., at Brighton, at the residence of her mother, the wife of Charles Henry Sparkes, C.E., of Colombo, Ceylon, of a daughter.

MARRIAGES.

MACKIE—FRASER.—On the 18th Aug., at Holy Trinity Church, Finchley, by the Rev. Henry N. Collier, David Mackie, of the Oriental Bank Corporation, to Georgina Shepherd, third daughter of the late Hugh Fraser, of Calcutta.

WILSON—MARCUS.—On the 9th July at the Parochial House, Singapore, by the Right Rev. Dr. Leturdu, Thomas Downie Wilson, of Glasgow, to Eliza Judith, adopted daughter of Mr. F. H. Marcus, of Singapore.

DEATHS.

GROTH—On the 29th June, at Ningpo, Mr. Joh. Groth.

GUNN—On the 20th Aug., at Woodbine-cottage, Elgin, N.B., Hector Gunn, late Manager of the Agra Bank at Lahore, and last surviving son of the late George Gunn, Rhives.

HEWETT—On the 16th Aug., at Lightcliffe, Yorkshire, Arthur Fleming Hewett, late of Calcutta, aged 39 years.

KING—On the 15th Aug., at Margate, Henry David King, late R.N., eldest son of D. King, of Gibraltar.

MACKENZIE—On the 15th Aug., James Joseph Mackenzie, of Sidney Lodge, Wimbledon, late of China and Calcutta, eldest surviving son of the late Kenneth Francis Mackenzie.

SCORGIE—On the 19th June, at East Point, Hong Kong, Mr. Harvey Scorgie.

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SHANGHAI MORALITY.

(To the Editor of the *London and China Telegraph.*)

Sir,—I must congratulate you on being the first journalist who has denounced the open profligacy that is carried on in Shanghai, to the ruin of many promising young men. The Settlement is overrun with European women of various nationalities, who are allowed to ply for hire and drive in carriages with livery servants on the Bubbling Well-road, or Rotten-row of Shanghai, without interference by the police. It is well known that young men who are foolish enough to visit the dens of these women have heavy bills sent in to them next day, under threats of exposure if not paid. This has already led to the ruin of several members of our community, and it is, in my humble opinion, high time that something was done to check this species of swindling. The female swindler is notoriously difficult to deal with. The Municipal Council ought to instruct the police to banish those individuals from the public streets in the daytime. It has been done in London, and it is now possible to walk down Regent-street with your wife or daughter without being jostled by abandoned women in a state of semi-nudity. The shopkeepers of Regent-street found it interfered with their business, so it was put down; I therefore fail to see why it cannot be kept under in Shanghai. An auction was lately held in Shanghai at one of these houses, furnished in the most sumptuous style, the proceeds of the sale amounting to two thousand pounds. The question arises, therefore, from whom did this money come? One of the fraternity lately retired with a fortune of £15,000 (Tls. 50,000.) The local press have not used their influence in exposing this evil, but may, perhaps, do so. It has been denounced from the pulpit, but still it flourishes like an "upas tree," killing all who approach too near its deadly influence.—I am Sir, your obedient servant,

Shanghai, July 4, 1874. Pater Familias.

Miscellaneous.

—o—

JAPANESE RAID ON FORMOSA.

The *Standard* has the following upon this subject:—From the great value of the trade we carry on both with China and Japan a war between these two empires could hardly fail to affect our interests in the East. But there is another point of view from which the quarrel that has thus suddenly sprung up is still more deserving of attention. It is quite evident that the empire of Japan is at this moment one vast powder-magazine. Within the past dozen years changes have been effected there greater even than those which the first French Revolution accomplished in Europe. Japan has been made to traverse five centuries at a bound—that is to say, a society of the fifteenth century has been transformed all at once into one of the nineteenth. As was inevitable, the revolution has dissolved the bonds that cemented classes together, and, as the conduct of the Samurai on the present occasion proves, discontent, if not disaffection, is rife in the land. Evidently passions may at any moment burst their bounds, and plunge the empire into anarchy. But it is, perhaps, more probable that the Government may allow the military class to have their way and engage in foreign war. At present it would seem as if the first quarrel would be picked with China. A few years ago, while the Taepings were in strength, while Yunan was in the hands of Mohammedan rebels, and other Mussulman hordes were encroaching on the north, such a quarrel would have been a serious matter for China. But her Government has now reasserted its authority everywhere except in Turkestan. It has introduced European discipline in the army, provided itself with armour-plated steamers, and equipped its troops with European arms of precision. Considering the enormous population it disposes of, China is evidently no longer a foe to be despised, and in seeking a quarrel with her Japan would seem to be courting disaster. But the quarrel, should it proceed to extremities, will probably compel China to postpone her meditated attack upon the ruler of Eastern Turkestan, that Ataligh Ghazee whom Mr. Forsyth has just been visiting. Turkestan, as the reader doubtless is aware, was formerly a Chinese province. It has thrown off the yoke. But China is not accustomed to acknowledge the success of insurrections, and as she has now put down all other rebels, she is understood to be preparing for an attack upon the Toorkish Amer. The subjugation of this State by the Chinese would certainly not be conducive to Anglo-Indian interests.

RUSSIA AND CHINA.

The *New York Herald* has the following:—Sooner or later there must come a new collision in Central Asia. The steady advance of the Russian frontier in the direction of Kashgar is sure to rouse the resistance of the Chinese Government. But the Celestial Empire is already paralysed at the extremities; it is not impossible that an attack from without would result in a tumbling to pieces of that vast, but decaying, empire. The fact that China has viewed without effectual opposition the practical dismemberment of numerous outlying provinces is sufficient indication of the fatal disease that already has its seat in the heart of the Government at Peking. In what shape shall come the final struggle we cannot tell. But it now seems inevitable that the political complications in Eastern Turkestan and other parts of Central Asia will soon be as threatening to the peace of Europe as the Eastern question has ever been. It is quite possible that China will be the sick man, while Turkey is recovering its sound health. The Peking Government has promised to recover Nan-lu, as they still call Kashgar, as soon as the Mohammedan revolt in the Western Provinces, begun eighteen years ago, shall have been quelled. China keeps up the form of bearing on the official roll the names of the Ambans of the dismembered provinces; but this conciliation to its ancient national pride has no weight. The shears of fate are slowly clipping off the frayed edges of the Celestial Empire. This generation may see its final collapse.

Import of Java Sugar into the Clyde.—The trade between the Clyde and the island of Java (says the *Liverpool Journal of Commerce*) is increasing so extensively that Java now holds position as one of the largest raw sugar exporting islands to the Clyde. Up till the end of last month Java stood next to Cuba in the amount of sugar sent to the Clyde, and even exceeded Trinidad, and, considering the great distance the sugars have to be carried, the Java is about as cheap as the Cuba sugars. The unusually rapid expansion of the manufacture of this raw sugar, and its increasing import to the Clyde, have been remarkable. Only four years ago the total arrivals of sugar cargoes from Java were two vessels of 1,466 tons. In 1871 the number increased to five ships of 3,030 tons, while in 1872 the number reached twelve vessels of 10,563 tons. Last year the import from Java, owing to a scarcity, fell to five vessels of 4,047 tons, but in the seven months of this year there have arrived in the Clyde no fewer than twenty-seven vessels of 15,103 tons, being nearly a half of the amount imported from the various Cuban ports, 2,000 tons over the import from Trinidad, and three times the import from the Brazils or Porto Rico, We have drawn up the following statistics of the imports of sugars at the Clyde for the seven months past:—

	Vessels.	Tons.		Vessels.	Tons.
Cuba	76 ...	32,196	Mauritius ...	16 ...	7,731
Brazils	21 ...	5,244	Grenada	2 ...	530
Trinidad	27 ...	12,926	Tobago	3 ...	873
Demerara ...	4 ...	1,662	Surinam	5 ...	1,357
Porto Rico ...	15 ...	4,024	Jamaica	6 ...	1,882
St. Kitts, &c. ..	6 ...	1,929			
Java	27 ...	15,103	Total ...	...	85,547

Wesleyan Missions in China.—From the annual report just published, it appears that the Wesleyans have in China thirty missionary societies and 9,000 members. Yet there are nine provinces out of the eighteen which have a population of 180,000,000, without any Protestant missionary among them. In the Wesleyan China mission there are six principal stations or circuits, five chapels, eight other preaching places, twelve missionaries, twelve catechists, seventeen day-school teachers, 233 members, 164 on trial, 504 scholars, and 608 attendants on public worship. The Canadian Wesleyan Missionary Society maintains two missions and two missionaries to Yokohama. The Australian Conference also has a mission to the Chinese.

The China Trans-Pacific Steamship Company's steamer *Vancouver*, Captain T. Shaw, arrived at Yokohama, from Hong Kong, on the 16th inst., and sailed again for San Francisco on the 18th inst. The company's steamer *Vasco de Gama*, Captain J. F. Rice, arrived at Yokohama, from San Francisco, on the 13th inst., and left again on the 15th inst. for Hong Kong.

GERMANY.

(FROM OUR OWN CORRESPONDENT.

Hamburg, August 18.

The draft of the new Bank Law, which is the production of the Privy Councillor, Dr. Otto Michaelis, a high functionary in the Chancellor's office, and reputed to be a great authority in matters of finance, has now been a fortnight before the public, and subjected to the ordeal of discussion in the press and the financial circles on 'Change. Public opinion is decidedly unfavourable to it, and it will have to be greatly modified before it can be accepted by the Parliament and become the law of the land. The object to be achieved is gradually to put such a pressure on the banks of issue as to induce them to forego many of their privileges without compensation. For this purpose they are not only to pay a tax of one per cent. on the total amount of their notes in circulation, but a further duty of five per cent. per annum on the nominal sum of notes they issue beyond the gold coin and bullion in their coffers. At the same time, the field of their circulation is proposed to be limited to the territory of the State whose Government has granted them their concession. These are, no doubt, hard conditions, and it is thought will be a death blow to the greater number of those banks of issue in the duodecimo Sovereign States, such as Gera, Buckeburg, Brunswick, Saxe-Meiningen, and Weimar. The proceeds of these taxes are to be paid to the Central Imperial Treasury, to be applied to general purposes, and are estimated to amount to 3,000,000 reichs marks per annum. It is not proposed by the present Bill to establish a central privileged institution like the Bank of England, and even the operations of the Bank of Prussia are to be restricted to the issue of an uncovered sum of forty-five million marks. Those banks that agree to the proposed conditions are to receive a guarantee of twelve years' further existence (till 1887), and their notes will be taken for full at their nominal amount in payment of taxes, postage stamps, and other sources of revenue at all the public offices in the Empire. At the expiration of the twelve years it is the present intention to amalgamate all the banks of issue then in existence into a central bank with one sole issue of notes, in the profits of which they will participate in proportion to the amount of their own capital, and under such other conditions as may then be suggested as desirable. The scheme was drawn up for submission in the first place to the Bundesrath, in order to receive the opinions and suggestions of the Governments, and it was not intended to publish it till these views were ascertained; and it was only by the indiscretion of a high official that the text of the draft and accompanying annexes got into the newspapers at so early a period. But the public ought to feel very much indebted for affording them an opportunity of having the draft of the Bill so soon within their reach, as it is a measure of great national importance, and requires some study to grasp the details and become master of the subject, whilst it will do no harm to let the Governments see what impression it makes on the public.

In the meantime great excitement and alarm exists among the shareholders and managers of the banks of issue, who much fear they will

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be swept away and lose their privileges. They therefore convened a meeting, which was held last week at Berlin, and after discussing the subject in all its bearings for eight hours, finished by appointing a committee—consisting of the Dessan Country Bank, the Bank of Frankfort, the Bank of South Germany (at Munich)—who are to meet at Frankfort next week and draw up a memorial containing proposals to be submitted to the Government after obtaining the approval of the other banks, the managers of which are to be convened to a general meeting at Berlin in the course of September.

To make the matter more complicated, it is ascertained that there are no less than thirty-three banks of issue in Germany, with various privileges as to amount of notes and duration of existence from their territorial Governments, granted long before the unification of the country and its consolidation as an Empire. They may be divided into four classes. The first consists of those whose concessions may be revoked at any time. The second class contains those whose privileges are revokable any time after giving two years' notice. In the third category are the banks whose concessions have to run for a fixed period, and expire at different dates. The fourth class contains those whose privileges are of unlimited duration. Hamburg is conspicuous by not being included in this list, as the Bank of Hamburg is based on the safer footing of metallic currency and bullion, and the private banks never for a moment thought of applying for a concession for issuing paper money, but content themselves with the profits arising from loans on security and at interest, discounting bills, and the other legitimate branches of banking business.

In my last letter I mentioned that the directors of the Hypotheken Bank of Hamburg recommended a dividend of 20½ thalers per share. At the ordinary annual general meeting held here last week Herr Th. Reincke, of Altona in the chair, the report of the directors having been previously printed and distributed, was taken as read; the dividend for the working year ending June 30 was confirmed. Messrs. Th. Reincke and Dr. Hubner, who go out by rotation, were re-elected as members of the Council of Administration, the election of Senator Ed. Johns as one of the directors was confirmed, and Alexander Schnars, Louis Levy, and B. Hahlo (the manager of the Vereins Bank) were re-elected as auditors for 1874.

The Anglo-Deutsche Bank has also published its balance-sheet for the first six months of the present year, but there is not only no dividend, but rather a dead loss of no less than 5,152,941 reichs marks, and as the original paid up share capital was fifteen million marks, it follows that just one-third of it is gone.

The Berlin *Spenersche Zeitung* contains the following:—"Mr. Adams, First Secretary of the British Embassy in this capital, and who performs the functions of Chargé d'Affaires during the absence of Lord Odo Russell, has just finished the second part of his History of Japan, and hopes to see it published in the course of October next. This gentleman, who resided several years in Japan, where he held the appointment of Secretary of Legation to the Embassy at Yedo, has the reputation of having a thorough knowledge of Japanese history, and the first volume of his work, which reaches down to 1864, has been received by the public with due recognition of its merits. The second part treats of the history of Japan from 1865 down to 1871."

A young Japanese student of the University of Berlin, by name Susum Sato, has just passed his examination, and taken his degree as Doctor of Medicine. He is said to be a son of the Court Physician of the Mikado, is twenty-six years of age, and has had some practical experience of his profession, having served through a campaign in his native country as assistant army surgeon. He selected dysentery in children as the subject of his dissertation, which he wrote in very good German, after which he made a speech in Latin, as usual, in which he asked the Dean of the Faculty—Professor Dr. Bardeleleben—permission to be admitted to the degree of Doctor of Medicine, to which the Dean replied, "*Longum iter fecisti, factus es nostralis, primus ad gradum promotus; sed antea opus est ut tuo modo obstringeris temet ipsum jure jurando doctoralis.*" He then tendered to him the usual oath, omitting the words about the *sanctum evangelium*. The young Doctor, who passed his examination *magna cumlaude*, is now about to proceed to Vienna, and after visiting Italy, France and England will return to his native country.

By Imperial Patent of August 10 Herr D. T. Bauermann is appointed German Consul at Macassar, and Herr Wilhelm Ganslandt in the same capacity at Aden.

Arrivals from the Far East.—Messrs. H. Barckausen, German Consul at Rangoon; H. C. Bager, and J. Dieckmann, from Rangoon; W. Abraham, from Bombay; Max, from Peking; M. B. Feilmann, from Calcutta; A. H. Hahmann, from Japan; and C. Ahlers, from Bombay.

COMMERCIAL.

Some small parcels of the new crop of tea have come to hand, and of these 210/4 chests finest Souchong and 400/8 ditto superfine Moning Congou were sold at good prices. In other sorts no sales by importers. The deliveries of rice are satisfactory; some fresh cargoes have come to hand, but were previously sold for delivery on arrival. Cassia Lignea in better request, and commands a steady sale at 60 to 61 marks. Pepper rather neglected; Singapore quoted at 70 to 71 marks and Penang at 66 to 67. One hundred chests of Star Annis arrived here *via* England and sold immediately, as also 137 serons flava China root,—the latter for the interior.

SHIPPING.

ARRIVALS.—Theodore Ducos, from Tahiti; Dora, Virginia, and Sarakosty, from Rangoon; Dorothea, from Bassein; Wega, from Rangoon.

SAILED.—Angostura, to Singapore; Seenymphe to Manila.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, AUGUST 19.

The King will return on the 26th from his trip to Switzerland, and perhaps the issue of the Ministerial crisis will then be known. It seems that his Majesty made many objections on the list being presented to him by Mr. Heemskerk. After a troublesome correspondence, the Premier *in spe* went to Montreux to obtain an audience. Rumours say that the King does not at all incline to appoint Mr. Van der Does de Willebois as his Minister for the Foreign Department, and that he will maintain Mr. Gericke; at the same time he would not wish to trust the portfolio of the Colonial Department to Mr. W. van Goltstein, who is thought to be not thoroughly *au fait* in colonial matters to stand at the head of this important department. I need not add that general dissatisfaction prevails that the crisis lasts so long. Several papers, especially the local ones, became very angry that they had to wait so long for a solution, but the public shrugged their shoulders; they had not to pay one penny more or less for taxes, with or without a Ministry. It seems quite certain that the second Cabinet of Mr. Heemskerk will not be a *da capo* of 1866. On the contrary, I think, we may expect a Ministry that will work, and will give us a Reform Bill, perhaps more liberal than the Liberal Cabinets have laid before the members. The papers are in the meantime earnestly occupied in preparing a coalition between the moderate Liberals and the Conservatives, who will form a centrum, whilst the Radicals and Clericals will form the wings. I should be much surprised, however, if these plans were realised.

Complaints are made in our press about the fact that the Dutch residents in Germany must either leave that country or become Germans. It is more than probable that our Government will take reprisals by obliging the Germans, who reside in mass in our country, to become Dutchmen, or to leave Holland.

It creates some uneasiness and disappointment that so many invalids ask for their dismissal from the Asylum Bronbeek, not less than seventy-one having left that institution. They were cared for in a most liberal manner, and had at their disposal all that could be expected, but they prefer to live on their small pension where they wish. Our India soldiers, it seems, are too much cosmopolitan to content themselves with a comfortable home of this kind. Of the number that left the house fifteen engaged themselves for service at Atchin, and thirty-six accepted a social position. Amongst the visitors who visited the asylum yesterday was General Verspyck. Some rumours say that if a third expedition to Atchin be carried out this able officer will be appointed commander-in-chief.

You will remember that some time ago there was much ado about the new East India brigade. The Government had some difficulty in finding a town where it would be established, and when this was found nothing else was heard of the brigade. It looks as if the Government are of opinion that this institution is no more necessary.

I hear that endeavours are being made here to find the necessary capital to establish an East and West India Trading Company on a very large scale, to import and export for own account. It is said that already some millions are subscribed for. The plan, however, does not meet with the sympathy of the first hand traders.

Miss Kruseman (Mina), *alias* Stella Oristorio di Frama, the Dutch championess of women's rights and an authoress of some reputation, will next winter make her *debut* on the Dutch stage.

The steamer *Tromp*, which some months ago went ashore, has since been entirely reconstructed in England, from whence she will start to Java.

The Italian steamer *Maddaloni*, lately arrived from Batavia, has been sold for £50,000.

At Zaandam, in the province of North Holland, an exhibition is opened of antiquities.

At the Bourse it is still dull.

COMMERCIAL.

The markets for Colonial Produce were somewhat firmer, and the general opinion is that a revival in business will take place within some weeks. Important auctions and sales by private tenders are near at hand.

COFFEE.—In waiting for the Trading Company's auction only a limited business took place, but prices remained firm. The sale, which will take place to-day, includes 100,021 bales. The valuation for good ordinary is 58c. to 58½c. The Government crop in Java was valued at 919,677 piculs, and the private crop about 100,000 piculs.

TEA.—The market is very firm, and prices are well maintained. There are, however, no first hands affairs to report. Business was limited to direct wants for consumption.

RAW SUGAR.—The refiners and exporters only demand the superior qualities, so that it is still very difficult to find buyers for inferior sorts. Only about 1,000 mats changed hands at unaltered prices. The Trading Company advertised a September auction, which will take place on the 27th, when 89,700 mats Java will be offered.

RICE is dull; 500 bales Java were sold at f. 7⅞; whilst 1,142 bags Revius and 1,779 bags Indramayoe were sold at secret prices. Important cargoes arrived from Rangoon.

SPICES met with much demand, and prices are consequently very firm. Some lots Nutmegs and Mace were sold at advanced prices. Cloves without transactions. Pepper unaltered. The quotation is for Nutmegs: No. 1, 205c. to 210c.; No. 2, 195c. to 200c.; 3, 170c. to 172c.; No. 4, 125c. to 130c. Mace: D, 235c. to 270c.; E, 225c. to 230c. Black Pepper: 37c. to 37½c. White: 70c. to 75c. Cloves: No. 1, 106c. to 107c.; No. 2, 105c. to 106c.; No. 3, 103c. to 104c.

JAVA TOBACCO.—In waiting for the important parcels which will within some days be offered by private tenders there is but a very limited demand.

COTTON met with a good demand in consequence of the improvement of the prices in the principal import harbours.

ADVICES by telegram announce that the report of the Directors of the Hong Kong and Shanghai Bank announces that owing to losses incurred no dividend would be paid for the half-year ending June, and $225,000 had been written off the reserve fund, leaving $775,000.

A large quantity of Armstrong guns and gunpowder is being prepared for shipment to China, per *Mongol*.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A Register is kept of the Addresses of all Persons connected with the Far East, and reference can be made to the same by personal application at the Office or by letter.

Any Information required by Subscribers in reference to Commercial or genera matters in China, Japan, Singapore, *and other parts of the* Far East *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The "London and China Express" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "London and China Telegraph" is published Weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

The London & China Telegraph.

LONDON: MONDAY, AUGUST 24, 1874.

THE NEW TREATY WITH ANNAM.

The new treaty with Annam has lately been approved by the French Assembly, and will shortly come into operation; it may be worth while, therefore, here briefly to notice its contents, calling attention to one or two provisions in it which appear to us defective, and summing up the net gains to commerce which may be anticipated from the concessions which have been obtained. Since 1862, the date when the last treaty was concluded between France and Tongquin, the French, it may be remembered, have added three more Annamese provinces to their own territories, and to obtain from the Court of Annam a recognition of their rights over these newly-acquired possessions was the chief object the French had in view in negotiating a fresh agreement. The war in 1870 seems to have delayed matters for several years, and the result of the French explorations into Northern Indo-China and Yunnan have in the meanwhile brought to light the feasibility of opening up a channel for trade down the river Song-koi. The bases of the commercial intercourse which it will in future be lawful to carry on through the Annamese dominions are settled in the present treaty, but a supplementary convention is shortly to follow which will contain detailed provisions for the more exact adjustment of mercantile relations. It appears that Annam has of late years been exposed to two dangers, which cripple all its resources. The first has arisen from the presence of bands of Chinese rebels, who pass and repass through one of the richest provinces so often as defeat obliges them to seek shelter on foreign ground, and who are not seldom pursued across the border by regular troops from China. The second difficulty is occasioned by pirates, whose fleets beset the coasts, and practically destroy all commerce. Under these circumstances France agrees to aid Annam by a present of five gunboats, fully armed, and to be employed in clearing out the pirate junks; she also supplies some artillery and rifles, and undertakes to lend her active assistance to the Court at Hué in the reorganisation of its army, in the re-establishment of order, and in the creation of a customs service. In return for these benefits the Annamese are to recognise the full rights of France to her dominions in lower Cochin-China, binding themselves to conclude no future political alliances with any other states. At the same time full permission is conceded to the Emperor to enter into any commercial treaty he may think fit, provided that he notifies the French of his intentions, and makes no agreement which is opposed to the engagements of the present convention. France has a just claim to the gratitude of all foreign powers because she has not reserved to herself alone the benefits obtained by this negotiation. What she has done is to have the new ports thrown open to navigation without distinction of nationality, and the waters of the Song-koi from Yunnan to the sea declared a common highway for every flag alike. Whatever is conceded by the treaty is conceded to all foreigners. No favours are to be enjoyed by France which may not be shared in by men of another race.

After the ratification of this treaty three ports will accordingly be thrown open to commerce. These will be Thin-nai, in the province of Binh-Dinh (to be opened twelve months hence), Ninh-Hai, in Hai-Dzuong province, and Hanoi, apparently the most populous city in the country. The navigation of the Song-koi is to be guaranteed from the sea right up to Yunnan. *Other ports or streams will hereafter be opened to commerce if the number and importance of the relations established shall prove such a step to be advantageous.* This last clause is a most valuable reservation. In each of these new Treaty Ports France is to appoint a Consul, with a body guard never exceeding 100 men, to secure his own safety, respect for his authority, and the orderly conduct of the foreigners under his charge. Some restrictions are, however, to be imposed on the privileges conceded to European traders; probably it has been found necessary, in consequence of the disturbed state of the interior, and the insecurity of human life among an unsettled, lawless, and hostile population, to hedge the intercourse between natives and foreigners with such precautionary limitations as will prevent quarrels and disputes from arising in places which the French officials would find it a hard matter effectually to control. Thus the right to navigate the Song-koi and to carry on a trade between Yunnan and the coast is conditional on abstaining from all attempts to do business with the people who dwell on the borders of that stream. No foreigner will be permitted to travel through the interior unless provided with a passport in due form. And any breach of the rule which forbids such a traveller to trade will be punished with the confiscation of his wares. Disputes between foreigners are to be amicably settled through the agency of the French Resident, but if a friendly compromise seems unattainable the Resident, with the aid of an Annamese official, is to decide the suit according to the justice of the case. Crimes and offences committed by Frenchmen, or other Europeans, on Annamese territory are to be investigated and judged by the competent tribunals at Saigon. We are not wholly satisfied with this stipulation. Natives at all times are very disinclined to travel far from their homes, and it is hard to expect an Annamese to journey all the way to the extreme south of Cochin-China to make his complaint and furnish the evidence required to ensure conviction. Only very grave cases indeed ought to be relegated to Saigon for investigation. Is an Annamese peasant, unacquainted with the language or the ways of foreigners, to be dragged with his witnesses several hundred miles in order to lay his complaint against some drunken sailor who perhaps has given him a knock on the head? In fact, the local French Resident ought to be empowered to adjudicate and punish all minor offences on the spot, perhaps we should even say let him deal with *every* crime, however heinous, for the more heinous the crime the more important it is that it should be punished, and that those who reside where the wrong was committed should know that the wrong-doer had been brought to justice. This point may well be illustrated by the position we ourselves occupy in Siam. There we have undertaken by treaty to punish all British subjects who may have been guilty of a breach of the law, yet we further direct the Consul to send all grave cases to be tried at Singapore. But as we cannot compel the Siamese plaintiff and his witnesses to attend at Singapore, too, convictions are rendered impossible, and our treaty obligations are thus left unfulfilled. Another unwise provision in the Treaty which we have now been discussing is to be found in the twenty-second Article, which begins by declaring that the Treaty is made "in perpetuity." No such agreement as this should be "made in perpetuity." The country has only just been thrown open, and a revision or modification of this agreement may very probably be found desirable at some future date, but a treaty made in perpetuity can never be revised. What ought more properly to have been stipulated is that the Treaty should continue in force for ten years, and after that term be subjected to a revision. The Roman Catholic religion is henceforth to be fully tolerated in Cochin-China. The guarantees which the Articles in the Treaty give that the missionaries and their flocks shall no longer be bullied or insulted are of the amplest possible kind. Their effects will not perhaps be visible at once, but as the priests are now to be allowed to teach, preach, and worship without let or hindrance of any kind, their influence upon the population through the schools which they conduct may, in a few years, work a complete social and moral revolution among the rising generation in Cochin-China. On the whole, not many things have been done of late by the European Powers in the East—certainly nothing by our own Government—which have given us such unmixed satisfaction as this new Treaty between France and Cochin-China.

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THE STRAITS COURTS JURISDICTION ACT.

THIS is an Act to confer on the Courts of the Straits Settlements power to deal with offences, committed outside the Colonial boundaries, against the persons or property of those who dwell in territories which adjoin the colony, either by British subjects, or by "others" who may be resident in the colony at the time they committed the offence, or at least have resided there some six months previous to the occurrences complained of. "*Others*" is the term used in the preamble, but the principal clause of the Statute employs terms which fortunately are more precise. It says:—"Crimes . . . committed outside . . . the Straits "Settlements at any place in the Malayan Peninsula, "southward of the 9th degree of latitude (south that is of "Kra), or in any island within twenty miles from the "coast thereof," by a British subject, or by the subject of any of the Native States south of 9 deg. lat. N., who at the time he committed the crime, or within six months before its commission, was resident in the colony, may be tried and punished in one of the Criminal Courts of the Straits, just as if the crime had been committed within the colony. This power is modified by the provisions of the second and last clause, which authorises the apprehension of any such offender within the colony, and therefore inferentially not outside it.

The extent to which the British Legislature has been willing to augment the powers of the Straits authorities over crimes committed outside the narrow borders of their own colonies may be correctly gathered from the foregoing sketch; but it was the original intention of the ATTORNEY-GENERAL for the Straits, who framed the measure, to take very much greater powers. Under the Bill as first introduced, not merely British subjects, or those belonging by birth to certain neighbouring native States, were brought under the jurisdiction of the Courts; the proposal was that the Straits magistrates should have power to try subjects of Her MAJESTY and any other person neither a subject of Her MAJESTY nor of any civilised power. But as "civilised power" is a broad term, too vague for lawyers to define, and entirely dependent for its correct interpretation on the standard of comparison adopted, it was found indispensable to modify a phrase which might tend some day to disturb our friendly relations with China, Japan, or Siam; and which might cause a practical miscarriage of justice if out of two offenders the one who was an "uncivilised" native were to be punished, while his associate a "civilised" European got off scot free. There was no way out of this difficulty except by a change which has totally altered the scope and bearing of the Act.

No very high standard of intelligence is needed to comprehend the objects of the promoters of this measure. Both among the islands and on the mainland a state of lawlessness and insecurity prevails. There are really no Governments which can be called efficient except in sarcasm, and hence a great deal of crime and violence is committed by rascals who yet live in perfect security, and without disguise, under the reluctantly-conceded and undeserved protection of the British flag. It is the same old case which has been so often illustrated in Birmah. The wrong-doers live on British soil, and cross the border when they have a little robbery in view. The evil is glaring enough, but how are we to remedy it? Logically, by taking territorial possession of the districts where no effective rule exists, and where, as a consequence of our own local supremacy, the once respected native potentates have sunk into contempt among the remnant of their subjects. Illogically, by some such imperfect legislative machinery as the Act before us now provides. We shrink from annexation. And there are indeed reasons of the gravest character to restrain us from any such course; but Lord STANLEY was undoubtedly right when he said that by the present measure we have introduced a new and doubtful principle into the code of International—or rather Inter-Asiatical—law, and arrogated to our sovereign legal authority outside her own dominions, not based, as in extra-territoriality concessions, on voluntarily granted treaty rights. This is a new feature in our legislative policy, and hereafter perhaps experience may lead us to regret its inauguration. But until time has made us better acquainted with the practical working of such a plan, it would be premature to pass a very pronounced opinion about an expedient which is altogether untried. Among settled and civilised nations an extradition treaty has always been the resource which met the difficulties of the case, but extradition treaties are for obvious reasons in this instance inapplicable. We should be lothe, therefore, to pass censure upon the genuine efforts made to solve the difficulties of the question merely because those efforts are theoretically faulty and have never yet been tested.

But it is much more easy to point out real defects when we examine the details of the statute. Thus the alteration we alluded to above, though unavoidable, has spoilt the measure in one of its most important objects. If there are any ruffians who more than others use their cunning to defraud the native peasantry, or band together to commit violence and depredation, we must look for them among the lawless lower classes of the Chinese. Yet a Chinaman cannot now be touched by the Act, because he is neither a British subject nor the subject of any Southern Malayan State. Disputes will arise again as to what constitutes a "resident," and as to how such residence is technically to be proved. There will be acquittals, too, in consequence of the incompleteness of the evidence. Suppose a fisherman living on one of the islands charges a Singapore Chinaman with robbery; the plaintiff has no knowledge of our law, he comes without proper witnesses, the defendant gets off, and the poor sufferer returns, out of pocket, to tell his friends that after all it is not true that they can get redress by applying to Singapore. This is really a very important point, and one which seems not to have been raised in the discussion of the Bill. What is the use of taking jurisdiction to try crimes committed in places where the QUEEN'S writs and summonses do not run? The defendant cries out that the charge is not true. The fabrication of his enemies, and he even goes so far as to name certain witnesses who, could he but get them summoned, would establish his entire innocence. If we sent up nearly to Kra for the evidence, could we enforce attendance? We trow not. Who is to pay for the expense of bringing those witnesses down? and what jury would convict a man whose counsel would not fail to press that he was being condemned without means to clear himself? The answer is one that *will* not be evaded. Take the accused to the scene of his offence, and let him be tried by the Courts there. In other words, *extradition.*

One word more and we have done. By this statute we give very insufficient redress to British subjects whose persons or property may be injured in the territories referred to, because we punish only offenders of specified nationalities, and not even those unless they reside in the Straits Settlements and are caught there; yet we find ourselves able to do this little for our own people and at the same time go out of our way to protect those whom it is not our business to protect, the inhabitants, that is, of neighbouring States, who can follow offenders into their own local Courts if they choose, and whom there is really no earthly reason for taking unasking and annexing under our special patronage and shelter. Not to speak of the opportunity which we thus give for vexatious, malicious, and vindictive charges, to which natives are but too prone, and which in the case of a wrong alleged to be done outside British ground it is difficult to disprove, an accusation of this sort might put the victim to great loss and annoyance, even though it broke down in the end, and then the alien can return to his own territory, where no damages against him are obtainable in his own Courts. We have no wish to be hard upon a piece of legislation framed with the best possible intentions, but really it reminds us of a race-horse that has broken down. The animal is as handsome all over as any man could wish, but when we come to feel his forelegs, test his breathing, and run one's hand over his hocks, we find him too groggy on the pins, too short in the wind, and too strained in his muscles to be worth backing.

JAPAN AND CHINA ON FORMOSA.

THE intelligence which we recently published, to the effect that the Chinese had come to an agreement with the Japanese for their withdrawal from Formosa on condition that all expenses incurred in connection with the Expedition were paid by the Chinese Government, would appear, as far as we can judge, to be substantially correct;

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and we doubt not that the Japanese are very glad to escape from their peculiarly awkward position on such terms. Some tribes of aborigines had previously given in their submission, and, we are informed, had "accepted the flag" of Japan. Supposing that the intelligence we refer to should prove to be, in the main, correct, the Japanese are to be congratulated on this solution of what promised to be a particularly disagreeable difficulty, and from which it was not very obvious how they could possibly retreat without serious humiliation and loss of national prestige. We give the Japanese all credit for the result they have attained—a result which gives them the superiority, and places them on a footing of equality with Western nations, for, unless we have been specially bent on territorial aggrandisement, this has been the end of all our wars. In the case of Formosa the Japanese would not have gained much by retaining possession of a few square miles of hilly ground, subject to the inevitable risk of being constantly harassed from the neighbouring mainland of China; while now to evacuate the island on the stipulation that the Chinese bear all the expenses incurred by the despatch of the expeditionary force, must be looked upon as a satisfactory conclusion to what was at one time a doubtful enterprise, the more so as the Japanese have effected the great objects which they had in view, viz., the punishment of the inhuman and inhospitable savages on the sea-board of Formosa, and the indulgence of the warlike ardour of their own soldiers, which they were unable otherwise to repress. Judged by the canons of international law, the Japanese, as we have before pointed out, did wrong at the outset in invading a portion of the Chinese Empire without a formal declaration of war, but having done so and having practically got the upper hand, through the cowardice and dilatoriness of the Chinese Government, it is to their credit that they have been willing to withdraw their forces on such moderate terms as those which we have indicated. It is to be hoped that the Chinese, on their part, will profit by the lesson which they have received, and that since they have publicly and explicitly laid claim to the sovereignty of the whole island of Formosa, they will not be forgetful of the grave obligations which, by this assertion of their rights, they have voluntarily undertaken in the face of the world at large; otherwise the day will assuredly come when they will have to confront a condition of things from which it will be in vain for them to hope to escape at so small a pecuniary sacrifice as on the present occasion.

We had hardly penned the foregoing remarks when the Hong Kong telegram of August 18th, to be found in another column, came to hand. Although the intelligence contained in this telegram somewhat alters the complexion of affairs, we think we may fairly assume that what is therein styled an *ultimatum*, is simply a formal embodiment of the terms we have before indicated, and that the matter will end there.

Monetary and Commercial.

About 1,000 chests of damaged Tea, ex *Gordon Castle* (str.), have been sold at Lisbon at about 2d. per pound, buyers paying Custom House charges and warehouse expenses.

Tenders for £500,000 in bills on India were received at the Bank of England on the 19th inst. The amounts allotted were:—To Calcutta £453,200; Bombay, £45,800; and Madras, £1,000. Tenders on all presidencies at 1s. 10d. will receive about 10½ per cent.; above in full. These figures show rather an increased demand for means of remittance to the East. On the last occasion when the bills were sold tenders at 1s. 9¾d. received 10 per cent.

The report of the Submarine Telegraph Company, which was submitted to the meeting on the 18th inst., states that the receipts for the half-year amount to £53,643, and recommends the payment of a dividend at the rate of 15½ per cent. per annum, leaving £224 to be carried forward. It is mentioned that the general stagnation of trade, especially on the Continent, has doubtless affected the company's revenue for the last six months, but notwithstanding this disadvantageous circumstance, and the division of certain profits with the Post-office, the total receipts will compare favourably with those of any corresponding half-year, with the exception of 1873, when they were unusually large.

At an adjourned meeting of the shareholders of the Thetis Marine Insurance Company (Limited), held on the 19th inst., it was resolved, after a full statement of the affairs of the company had been explained and discussed, that the business be continued, and that the directors be authorised to issue debentures not exceeding £50,000, for half of which applications have been received.

The directors of the Merchant Banking Company (Limited) have declared an interim dividend of £1 per share, being at the rate of 8 per cent. per annum, the same as at the corresponding date of last year.

The Anglo-Indian Spinning and Manufacturing Company has been introduced, with a capital of £300,000, in 29,985 ordinary shares of £10 each, and 150 fully paid up Founders' shares of £1 each. The company is formed for the purpose of erecting and working in India cotton mills for spinning and weaving, and it is intended to erect the first mill in Bombay.

The Eastern Extension Australasia and China Telegraph Company's cable between Singapore and Batavia was interrupted near Batavia; the repairing ship Agnes effected the repairs, and the cable is now working.

Since the 14th inst. no new feature has been developed in the Manchester Market; a quiet and inanimate tone has prevailed, without, however, causing producers to exhibit any signs of depression, prices being fairly steady, and the transactions have principally passed at the rates current last week.

Bar Silver has been in good enquiry during the last few days, chiefly for Russia, and, in the absence of supplies, the price has advanced to 58d. per oz. standard. There have been no transactions of importance in Mexican Dollars, but owing to the rise in Bar Silver any dollars on sale would probably realise a somewhat better rate.

BANK AND MISCELLANEOUS SHARES.

Shares.	———	Paid.	Closing Prices.
	Joint-Stock Banks.		
£10	Agra...	All	8⅛ to 8⅞
25	Bank of Egypt	All	45 to 47
20	Chartered of India, Aust., and China	All	14½ to 15½
25	Chartered Merc. of India and China ...	All	24 to 25
20	City	10	13½ to 14½
100	Colonial	30	58 to 60
500fr.	Comptoir D'Escompte de Paris	All	550 fr.
Th.200	Deutsche	All	Th.168
£28½	Hong Kong and Shanghai	All	26 to 29
—	International Bank of Hamburg ...	—	— —
50	Imperial	15	17 to 18
50	London and County	20	60½ to 61½
50	London Joint-Stock	15	49½ to 50½
100	London and Westminster	20	73½ to 74½
25	Oriental	All	46 to 47
50	Union of London	15	44½ to 45½
	Telegraph Companies.		
10	Eastern Extension Australia and China	All	7⅞ to 7⅞
10	Eastern Telegraph	All	7¾ to 8¼
10	Great Northern	All	10¾ to 11¼
25	Indo-European	All	16 to 16½
10	Mediterranean Extension	All	4 to 4½
12	Telegraph Construction Company ...	All	27½ to 28
20	India-rub., Gutta-perc., & Teleg. Works	All	19 to 22
8	Reuter's	All	10½ to 11
	Insurance Companies.		
20	British and Foreign Marine	4	
50	Commercial Union	5	4½ to 4⅞
20	Globe Marine	4	1½ to 0½ dis.
50	Home and Colonial Marine	5	2½ to 2 dis.
10	Imperial Marine	3	
20	London and Provincial Marine... ...	2	1⅞ to 1⅞ pm.
10	Merchants' Marine	2	1½ to 1 dis.
50	North British and Mercantile	6¼	29 to 29½
25	Ocean Marine	5	4½ to 5½ pm.
20	Thames and Mersey	2	3 to 4 pm.
20	Thetis Marine	5	5½ to 4½ dis.
50	Union Marine, Liverpool	5	
20	Universal Marine...	5	4 to 4½ pm.
	Tea Companies.		
50	Assam	20	39 to 41
20	British Indian	All	7½ to 8½
20	Darjeeling	All	17 to 19
10	Eastern Assam	All	3½ to 4
20	Iorehaut, Limited...	All	48 to 50
20	Do.	14	16 to 17 pm.
10	Lelong	All	12 to 13
10	Upper Assam	All	1½ to 2
	Miscellaneous Companies.		
20	Ceylon	All	13½ to 14½
20	Do.	10	4½ to 4 dis.
20	Do.	5	3 to 2½ dis.
50	Colonial	20	13 to 11 dis.
5	Credit Foncier of England	All	3¼ to 3½
10	General Credit and Discount	7½	¼ to ½ pm.
21	Hong Kong Gas	All	— —
10	International Finance	5	2¼ to 1⅞ dis.
25	National Discount	5	10½ to 11
500fr.	Messageries Maritimes of France ...	All	580 fr.
£50	P. and O. Steam	All	57 to 59
50	Do. Do. 1867... ...	10	½ dis. to ½ pm
100	Royal Mail Steam...	60	82 to 84
402fr.	Suez Canal...	—	426½ fr.
£98	Japan Loan, 9 per cent.	All	103 to 105
92½	Do. 7 per cent....	All	92 to 94

ARTICLES OF IMPORT.

Prolonged dulness has been the chief feature in the Produce Markets, and several articles of importance have undergone a considerable reduction in value, among which may be enumerated Coffee, Pepper, Cloves, and Cassia. For Sugar, however, an active demand has prevailed, and extensive sales have been effected at an advance of 6d. per cwt. The better qualities of

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new season's Teas have been in good demand, but all other kinds are lower.

TEA.

Messrs. Arthur Capeland Co.'s Circular says:—The arrival of steamers during the past week with large cargoes has kept our market fully supplied with new samples, and although the trade have bought to a fair extent and exporters rather more freely than usual of late, a large proportion of the tea remains unsold, whilst in nearly every case there has been some concession in prices, though not more than could have been expected in the face of such large quantities offering. In all about 20,160 packages have been printed for sale without reserve, a considerable quantity, consisting of new Teas from recent arrivals, which found buyers at the decline above quoted. The deliveries for the week as compared with last year are as follows:—

	1874.	1873.
	lbs.	lbs.
Duty paid	2,160,000 ...	1,908,000
Coastwise	723,000 ...	634,000
Exports	835,000 ...	1,010,000
	3,718,000 ...	3,552,000

Congous.—Red-leaf kinds: Siftings and broken-leaf, of new import, have been sold from 8d. per lb. to 1s. 1d. per lb., the latter with exceptionally good quality. Fair to good Kaisows from 1s. 2d. to 1s. 6d. have been difficult of sale at a decline of 1d. per lb.; fine also from 1s. 7d. to 1s. 11d. show easier rates, with only a limited enquiry; finest from 2s. to 2s. 5d. are firmly held, being in moderate supply. Pak Lin kinds have been saleable for the good kinds under 1s. 11d. per lb. and really fine sorts. Black-leaf kinds: Common to fair, of new import, have sold from 1s. 1d. to 1s. 3d. per lb., being ½d. to 1d. per lb. lower: fair to good medium from 1s. 4d. to 1s. 6d. per lb. also show ½d. per lb. decline; fine from 1s. 7d. to 1s. 10d. meet with only a moderate demand at rather lower prices; finest from 1s. 11d. to 2s. 3d. have been firm, whilst superior chops continue saleable for export at extreme prices. New-make Congous: Common to fair have sold from 1s. to 1s. 2d. per lb.; good from 1s. 3d. to 1s. 5d. per lb., being about previous rates. Souchongs: Only a few sales have been made without material change in prices. Oolongs have been difficult of sale at a reduction of fully 2d. per lb.—*Scented Teas:* Canton Capers have been sold to a fair extent at rather better prices. Orange Pekoes show no material alteration in price, the demand being quiet. Foochow Capers continue to command full prices. Orange Pekoes also have been in fair request, last week's prices being fairly maintained.—*Green Teas:* There has been rather more offered for sale, and consequently rather more business doing. The finer kinds from recent arrivals have sold fairly well, but the common to medium kinds have been dull of sale at comparatively low rates. At public sale, old season's Teas are only saleable at low prices.

SILK.

Public sales, chiefly "without reserve," are announced for the 26th to 28th instant, and a full quantity will be offered, with a fair probability of business resulting from the assembling together of buyers. Meantime the market is without change, and transactions are of the most limited nature pending the approaching sales. Deliveries, 1st to 19th inclusive:—China, 1,684 bales; Canton, 236 bales; Japan, 374 bales; total, 2,294 bales.

COFFEE.

A larger supply of Plantation Ceylon has been offered by auction, and the demand having gradually fallen off a dull tone has prevailed, and prices have declined nearly 5s. per cwt., at which there has been more demand, and firmer rates have been paid; middling coloury closes at 115s. 6d. to 118s., Native Ceylon has been offered freely, and of 4,686 bags in auction about 3,100 bags sold, prices after slight fluctuations closing 2s. 6d. lower, at 90s. 6d. to 91s. for good ordinary. The closing quotations are as follow:—Plantation triage 91s. to 100s., ordinary 105s. 6d., small 107s. to 112s. 6d., low middling grey 113s. to 115s., middling 115s. 6d. to 118s., good middling to fine middling bold 118s. 6d. to 122s., pea-berry 127s. to 131s. 6d., Native small 80s. to 85s., good ordinary to fine ordinary 90s. 6d. to 92s. 6d., good to fine bold 96s. to 99s., pea-berry 98s. 6d. to 105s.

The Dutch Trading Company's August public sale of 100,021 bags Java, held on the 19th inst. at Rotterdam, began better than was expected and prices were barely 1c. below the valuations, but prices gradually gave way as the sale proceeded, and at the close they were 2c. below valuations. Good ordinary Java sold in the beginning at 57c. to 57½c., but closed at 56c. to 56½c., against 59c. to 59½c., at the July sale. The result of the sale is considered favourable, but it has given little support to this market.

SUGAR.

The indications of an improvement in this market have been fully borne out, the demand having been upon a greatly extended scale, giving an active tone to the market, and an upward movement to prices. Additional firmness has been derived from the satisfactory statistical position, the deliveries being not only much in excess of the landings, but larger than those of the previous year; and the surplus stock, which had been previously reduced from 90,000 tons in April to 26,000 tons a fortnight ago, has now almost disappeared.

Manila and other brown Eastern kinds have been in better demand, and prices are 3d. higher for low, and 6d. for good; low China has been sold in large quantities at 15s. 6d.; for arrival unclayed Zebu has been sold at 16s. 6d., and 17s. is obtainable for Ilo Ilo. Date Penang has continued in demand, and slightly higher prices have been paid. The sales include 100 tons for arrival at 16s. 3d., and on the spot 3,500 bags soft brown at 19s. 3d. to 19s. 6d., and 2,930 baskets 1,400 bags date sort at 16s. to 16s. 6d. per cwt.

CUTCH.—The market has been quiet at steady rates. In auction, of 1,000 boxes fine Pegue of fresh import 700 boxes sold at 22s. 9d. to 23s. (the latter for BB Flag). Privately 200 boxes fine Pegue (in papers) have been sold at 24s.

COIR GOODS.—The public sales of Yarn went off flatly, although the supply was moderate, and a larger portion than usual was bought in; prices of low and common qualities were 10s. to 20s. lower, but good sold steadily. Of 102 tons Ceylon 65 tons sold, very low red at £17 5s., low coarse to very common at £23 5s. to £25 15s., fair common to medium at £26 5s. to £29, good medium to good at £32 5s. to £37 5s., fine at £38 to £43 15s., superior at £50 to £53. 1,499 ballotts (8 tons) Ceylon Fibre sold at £17 10s.

COCOANUT OIL continues steady; fine Cochin £42, Ceylon £34 15s. to £35.

CAMPHOR.—China has been firm, and closes fully 2s. 6d. per cwt. higher; last week in auction 54 boxes realised 75s. to 75s. 6d., and within the past few days about 150 cases have been sold up to 77s. 6d. re-weights.

ESSENTIAL OILS.—*Aniseed* has been firm, and there have been about 35 cases sold on the spot at 8s. 6d., afloat further lots offering; at auction 5 cases were quitted at 8s. 5d. *Cassia* quiet, but firmly held; small sales at 4s. 8d., but 4 cases sold under the hammer at 4s. 6d. to 4s. 7d. *Nutmeg* quiet; 7 cases retired. *Cinnamon* scarce; of 20 cases offered, a few sold at 2½d. per oz. for common leaf; fine sold last at 7s. to 8s. *Citronelle* quieter; of 94 cases few only sold at 1⅝d. per oz., being easier; the bulk held for 1¾d. *Lemon Grass* very firm, sales at 2¾d., and no sellers.

GUMS.—*Benjamin:* Sumatra steady; of 92 cases, a few sold; middling to fine seconds £7 7s. 6d. to £10; Siam steady; of 9 cases offered 5 sold at £22 5s. to £24 per cwt. for fine partly run. *Copal* quiet; private sales at previous value; 81 cases at auction retired. *Damar* easier; of 335 cases, about half sold at 46s. to 50s. for good part specky to fine. *Gamboge* quiet; of 32 cases, half sold at £9 15s. to £12 for middling coarse mixed to good clean pipe.

GAMBIER has been firmly held on the spot, in which position very little is to be had. Afloat 100 tons sold near at hand at 25s. 6d. to 25s. 9d.

GALLS show a further advance; 50 cases China sold on the spot at 53s., and 300 cases afloat at 52s. per cwt.

GALANGAL ROOT is firm at the previous value.

HEMP.—There has been rather more inquiry for Manila, but owing to the firmness of holders sales are confined to about 1,100 bales, chiefly good roping, at £38. A good supply of Manila was offered at the auctions, but except Quilot, which sold with competition at rather dearer rates, there was little demand, and the whole was bought in. Of 2,767 bales, only 250 bales white Quilot sold, commencing at £47 10s., and rising to £49 15s.

ISINGLASS.—At the periodical auctions on the 18th inst. East India descriptions were generally difficult of sale, and a large portion was bought in or withdrawn, prices of tongue being 2d. to 3d. lower for Bombay and 3d. to 4d. lower for Penang, leaf selling rather cheaper, but cake brought firmer rates. Of 82 cases Penang 65 cases sold, good to fine bold and clean tongue at 3s. 11d. to 4s. 3d., mixed 3s. 7d., ordinary 2s. 9d. to 3s. 3d., very low 1s. 7d., good to fine pale thin leaf at 4s. 2d. to 4s. 6d., thick 3s. 11d. to 4s., inferior at 2s. 10d. to 3s. 1d., cake at 1s 5d. to 1s. 7d.

JAPAN WAX.—The market has been steady, and about 300 cases have been sold, fine at 58s., fair at 56s., common at 52s. 6d. per cwt.

PEPPER.—*Black* has been very quiet, and about 1,500 bags have changed hands on the spot at 7⅛d. for Singapore, and 6 9-16d. to 6½d. Penang, and at auction of 2,179 bags about one-fourth sold at 6⅝d. for Penang. Afloat, about 100 tons Singapore at 6⅞d. for close at hand, and 6 9-16d. to 6½d. distant. *White* has also been very dull, and of 1,229 bags at auction about 400 sold at 9d. to 8¾d. for fair, and more recently 9d. fine, being cheaper at each transaction. Privately, very little business has been done.

RHUBARB.—Market for China steady; of 212 cases offered two-thirds sold, selected pale fracture large at 4s. 5d., medium slightly wormy fair and good 2s. 1d. to 4s., middling dull 1s. 4d. to 1s. 10d., wormy medium and small 11d. to 1s., high dried rather rough dull colour 1s. 5d. to 1s. 6d., do. small common damp 9d. to 9½d.

SPICES.—*Cassia Lignea:* The extensive supply of 5,240 boxes unworked, chiefly per Lennox Castle, was offered by auction, but the whole was withdrawn with the exception of 70 cases good fair, which sold at 1s. decline at 57s. Since the sale a large portion of the above has been sold at 55s. *Cinnamon:* Of 23 bales Ceylon 8 bales sold, second at 1s. 6d., third sort at 1s. 3d. to 1s. 4½d., fourth at 1s. 1½d. 197 boxes broken China bought in at 10d. *Chips:* 51 bags chiefly sold at 3½d. to 4½d. *Cloves:* There is less demand, and of 15 cases good Penang 4 cases sold at 2s. to 2s. 1d. *Nutmegs:* Of 25 cases Penang of old import about one-half sold at previous rates, 78's at 3s. 7d., 85's at 3s. 6d., 95's at 3s. 5d., 110's at 3s. 4d. 3 casks Java 106's sold at 3s. 3d., 10 casks limed bought in at 2s. *Mace:* 3 cases Penang sold, middling at 3s. 3d., pickings at 1s. 8d., and 1 case low Java at 1s. 8d.

STICKLAC.—The stock of Siam, which is extensive, is being firmly held, and the demand is improving; a few cases have been sold at £5 10s. to £5 15s. for good quality.

SAPANWOOD continues scarce and in request; 26 tons Ceylon sold at £12 15s. to £12 17s. 6d.; of 19 tons Manila 14 tons sold at £11 per ton.

SAGO.—Prices of small pearl declined about 6d. per cwt. early in the fortnight, about 1,000 bags being sold at 16s. 6d. to 17s., but the demand has subsequently improved, and the above decline has not only been recovered, but a further advance of 6d. established. Privately about 1,000 bags have been sold, closing at 17s. 6d. for fair to 18s. for fine small. In auction 1,589 bags were nearly all sold, the bulk small pearl at 17s., good medium at 17s. 3d. to 18s. *Flour* remains dull of sale at 15s. to 15s. 6d.

TAPIOCA.—There has been a good demand for old, and prices have advanced fully ¼d. per lb., business having been done in both Penang and Singapore up to 2d. per lb. In auction 721 bags old Penang were bought in above the value at 2½d.—*Pearl:* 258 bags were all bought in, good small and medium at 23s. 6d.

TIN has been quiet, but prices have remained steady at the advance noted in our last report. Quotations are—Straits on the spot £93 10s. to £94 10s., afloat £94; Banca £99 10s. to £100; Billiton £95 per ton.

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Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Aug15	Proserpina	Ivancich	Rangoon	Falmouth
15	City of Vienna	McDonald	Akyab	Do.
15	Marino	Ivancich	Rangoon	Do.
15	Annie Florence	Fraser	Do.	Do.
15	Maori	Sim	Do.	Do.
15	S.F.B Q.	—	Rangoon, for Amstrdm	Off the Lizard
12	Dora	Nienburg	Rangoon	Cuxhaven
13	Virginia	Minneman	Do.	Do.
	Windward	Stannard	Hong Kong	San Francisco
17	Early Morn	Fursman	Maulmain	London
18	Sylvia (s.)	Johannessen	China, Singapore, &c.	Do.
88	Glenearn (s.)	Auld	Foochow	Do.
19	Sirius (s.)	Collin	Do.	Do.
18	Dorothea	—	Rangoon	Dover
18	Nancy Pendleton	Pendleton	Akyab	Falmouth
15	Dorothea	Moller	Bassein	Hamburg
15	Saarikoski	Hiden	Rangoon	Do.
July30	Active	Jacobsen	Hakodadi	San Francisco
Aug15	Jason	Rusman	Tjilatjap	Brouwershaven
17	Dona Feliciana	Portundo	Manila, &c	Liverpool
18	Scindia (s.)	Gibb	Galle, &c.	London
16	Toivo	Snellman	Rangoon	London
16	Societa	Benvenuto	Do.	Do.
16	John Bramhall (s.)	Hood	Batavia	Do.
15	Hattie E. Tapley	Tapley	Bassein	Bremerhaven
14	Grondwet	Kamminga	Batavia	Zerikzee
14	Annie Braginton	Smith	Saigon	Brouwershaven
17	Trait d'Union	Demaux	Samarang	Falmouth
19	Emmanuel Accame	Bado	Akyab	London
19	City of Vienna	McDonald	Do.	Deal
18	Salsette	Darke	Maulmain	Glasgow
16	Helena	Inkster	Saigon	Copenhagen
15	Wega	Mahl	Rangoon	Hamburg
16	Lesseps	Steen	Do.	Cuxhaven
17	Governor Wilmot	Long	Bassein	Bremerhaven
13	Glaucus (s.)	Wilding	Foochow	London
13	Achilles (s.)	Russell	Shanghai	Do.
15	Cardiganshire	Griffiths	Penang	Do.
12	Grassmere	Lester	Rangoon	Falmouth
13	Hartfell	Moddrell	Maulmain	Do.
13	Dolbadern Castle	Pike	Akyab	Do.
13	Adolph Tideman	Petersen	Akyab, for Copenhag.	Off Falmouth
13	Garlock	Greenwood	Maulmain	Off the Lizard
17	Lady Cecilia	Wilkinson	Colombo, &c.	London
11	Ava Guiseppe	Gamba	Rangoon	Bremerhaven
11	Come Voi	de Boero	Do.	Texel
11	Margaret Pugh	Jones	Do.	Brouwershaven
July24	Cuba	Stabel	Probolingo	San Francisco
31	Anna	Jessen	Ilo Ilo	New York
	Medea	Nieuwkirk	Sourabaya	Philadelphia
Aug14	Deucalion (s.)	Butler	Singapore, China, &c.	London
14	Galatea (s.)	Taube	Foochow & Singapore	Do.
13	British Princess	Stewart	Rangoon	Falmouth
13	Harry Morse	Patten	Bassein	Do.
13	B. K. Leglise	—	Sourabaya	Do.
13	Constantine	Jorns	Rangoon	Do.
13	Profeta	Lundini	Akyab	Do.
13	Berar	Hughes	Saigon	Do.
18	Nimrod	Lyle	Rangoon	London
13	Eurydice	Edwards	Bassein	Falmouth
14	Lycka Till	Renese	Rangoon	Do.
14	Hindostan	Macaulay	Do.	Do.
14	Consiglio	Consiglicre	Akyab	Do.
14	Felicina Ferrari	Pastreino	Rangoon	Do.
13	Herman and Emma	Nilder	Do.	Off Falmouth
14	Carlo Frugone	Frugone	Do.	Off the Lizard
14	Southern Cross	McDonald	Do.	Queenstown
14	Veloce	Ferrandi	Do.	Do.
12	Vespucci	Serro	Do.	Brouwershaven
14	North	Hillman	Do.	Liverpool
15	Lady Ann	Wilson	Colombo	London
17	Prince Louis	Konig	Rangoon	Bremerhaven
17	Wilhelm	Johannsen	Saigon	Do.
	Lewis M. Lamb	Williams	Singapore	New York

DEPARTURES.

Date.	Ship.	Captain.	For	From
Aug 15	Agnes Muir	Lloyd	Shanghai	London
5	Verona	Collins	Singapore	Cardiff
13	Montego	—	Yokohama	Liverpool
July30	Star of the West	—	Shanghai	New York
Aug 14	Penrith	Moignard	Yokohama and Hiogo	London
14	Hong Kong (s.)	Comley	Singapore, China, &c	Do.
13	Don Juan	Cattoor	Galle	Cardiff
14	Nordens Dronning	—	Do.	Shields
11	Angostura	Tiemer	Singapore	Hamburg
15	Windhover	Findlay	Hong Kong	London
	County of Forfar	Lamont	Batavia	Glasgow
17	Serra da Elena	Serra	Galle	Newport
17	Wm. Woodbury	Curtis	Singapore	Cardiff
17	Akbar	Samson	Do.	Do.
17	Theresa	Meyer	Do.	Do.
17	Alnwick Castle	Yelland	Galle	Do.
16	Charite	Herve	Hong Kong	Do.
16	Marie	Petersen	Do.	Do.
4	Mystic Belle	Plum	Anjer	New York
17	Kng.der Nederlndn(s.)	Bruyns	Batavia	Southampton
18	Oliva Speciosa	Dodero	Singapore	Cardiff
19	Urania	—	Batavia	Liverpool
19	Affezione Seconda	—	Galle	Do.
18	Cornelia	—	Batavia	Shields
July17	County of Berwick	McLean	Do.	Buenos Ayres

See Shipping Postscript and Correspondents' Letters.

VESSELS PASSED SUEZ CANAL.

Date	Steamer.	From	For
Aug. 14	Harrington	Java	Holland
19	Colombo	London	Colombo, &c.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL. — For Yokohama and Hiogo: Peneds. For Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Glenearn, Braemer Castle. For Singapore, Hong Kong, and Shanghai: Glenfalloch. For Singapore, Batavia, Samarang, and Sourabaya: Banca. For Singapore, Hong Kong, Foochow, and Shanghai: Mongol. For Colombo, &c.: Viceroy, Scindia, Hindoo. For Batavia, Samarang, and Sourabaya, via Flushing: Tromp.

SAILING VESSELS.—For Yokohama and Hiogo: Black Prince, Evelyn. For Shanghai: Corea. For Hong Kong: Invincible, Tamesa. For Penang: Glenisla, Ben Nevis. For Singapore: Star of the South. For Colombo: Scawfell, Conference.

At LIVERPOOL.—For Yokohama: Mora. For Penang, Singapore, Hong Kong, and Shanghai: Agamemnon (str.), Nestor (str.). For Singapore and Manila: Aurrera (str.). For Singapore: Kendrick Fish. For Galle: Ellen Munroe. For Batavia and Sourabaya: Emma and Robert.

At GLASGOW.—For Singapore: Stanfield, Brisbane (str.). For Java: County of Sutherland (s.str.). For Manila and Ilo Ilo: Saleta. For Colombo: Emma Ives.

SPOKEN.

CONSTANTINE, from Manila, July 25, 34 N., 39 W.
K. P. S. H., Singapore to New York, June 5, 36 S., 20 E.
Q. C. L. F. (Fr. ship), Ceylon to Bremen, June 21, 78 days out.
A British barque, Colombo to Torbay, June 30, 75 days out.
P. N. M. F. (Dut. barq.), Rotterdam to Sourabaya, Aug. 3, 14 N., 26 W.
P. C. K. Q. (Eng. ship), Colombo to London, May 18, 25 S., 55 E.
T.G.H.V. (Labrador of Liverpool), Batavia to Rotdm., July 8, 2 S., 23 W.
ORIANA (of Glasgow), for Sourabaya, July 9, 4 N. 23 W.
BONITO, New York to Anjer, June 16, 22 N., 20 W.
FIERY CROSS, Osaka to Falmouth, July 26, 14 N., 26 W.
V. B. S. C. (J. C. Munroe), London to Anjer, July 12, 10 N., 25 W.
AMERIKA (Span. barq.), Manila to Santander, July 9, 11 N., 30 W.
ANTON, Palawan to Liverpool, July 29, 39 N., 34 W.
MAASLUIS, Newcastle to Atchin, July 10, 11 N., 26 W.
MARIA ADOLPHINE, Newcastle to Atchin, Aug. 3, 14 N., 25 W.
OTTO, Rotterdam to Sourabaya, Aug. 3, 14 N., 26 W.
FALCON, London to Hong Kong, June 29, 5 S., 30 W.

FREIGHTS AND CHARTERS.

Berth rates of freight to the Eastern ports are steady at the undermentioned quotations. In homeward chartering there is not much doing.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL. — To Yokohama: 60s. weight or meast. To Hiogo: 70s. weight or meast. To Nagasaki: 70s. weight or meast. To Shanghai: 45s. to 50s. weight, 40s. meast. To Hong Kong: 45s. to 50s. weight, 40s. meast. To Singapore: 50s. meast. To Penang: 45s. weight, 40s. meast. To Colombo: 45s. weight or meast. To Foochow: 85s. meast. To Chefoo: 90s. meast. To Manila: 85s. weight or meast. To Batavia: 50s. meast. To Cheribon: 60s. meast.

Per SAILING VESSELS.—To Yokohama: 35s. weight or meast. To Hiogo: 40s. weight or meast. To Shanghai: 32s. 6d. weight, 25s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 25s. weight or meast. To Penang: 30s. weight or meast. To Colombo: 35s. weight, 25s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Singapore: £27, f.c. To Penang: £27, f.c. To Batavia and Sourabaya: £26. To Colombo: £26. To Galle: £20.

From Newport, Cardiff, or Swansea, per ton.—To Hong Kong: 32s. To Shanghai: 37s. 6d. To Singapore: 25s. To Galle: 21s. To Batavia: 27s. To Sourabaya: 30s. To Colombo: 25s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Galle: 18s. To Singapore: 21s. To Manila: 28s. to 30s.

MISCELLANEOUS.

Advices from New York, August 8, state that the wreck of the John Tucker, Taylor, from Ilo Ilo to the Channel, which was lost in Macassar Straits, had been sold for 1,000 guilders.

LISBON.—(By telegraph.) A large quantity of tea still on board the Gordon Castle (str.); smells well, although wet.

The steamer *Ly-ee-Moon*, well and favourably known to most of our readers for her speed, the hospitality of her commander, and the uninterrupted success which attended her while running on the coast of China, arrived home from Yokohama last September, and has been converted from a paddle into a screw vessel by Messrs. W. Walker and Co., on the Thames, undergoing at the same time various alterations and improvements. These alterations are now nearly completed, and in the course of a few days the vessel will be ready for her trial trip. It is expected by her present owners that the *Ly-ee-Moon* will maintain her reputation for speed, notwithstanding the reduction effected in the consumption of coal from ninety to sixteen tons per day. With a consumption of sixteen tons of coal a day it is believed the vessel will attain a speed of fourteen knots, with 1,300 tons of cargo and 180 tons of coal in her bunkers. The accommodation for all classes of passengers is admirable; the saloon, ladies', and first-class cabins are elegant, and, different from what is usually the case, are placed forward instead of aft, thereby avoiding the nuisance of smoke, noise of the screw, and the unpleasant odours arising from the engine-room. All the arrangements are designed for the convenience and comfort of passengers in the East, while at the same time good tonnage capacity is obtained. The whole of the plans and arrangements have been designed and superintended by Captain Geo. R. Stevens, who brought the vessel home, and who in a few weeks will take her out (unless sold) to China and Japan.

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EXPORTS FROM GREAT BRITAIN TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Coals and Coke.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Pig Iron.	Yellow Metal and Copper.	Lead.	Tin Plates.	Spelter.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist, and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	Rum.	Geneva.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas and Sail Cloth.	Rope, Cordage, and Twine.	Tar and Pitch.
				Tons.	Tns.	Tons.	Tns.	Tons.	Tns.	Bxs.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals.	Gals.	Gals.	£.	£.	£.	£.	Brls.
Dewa Gungadhur	Singapore	London	June 26	400	12	...	...	...	...	...	10	...	16	...	...	...	...	...	...	...	...	...	77	1079	...	...	...	960	395	300	35	...	...	...	...
Canaan	Sourabaya	,,	,, 26	...	77	12	...	3	...	...	30	...	513	...	...	...	...	...	...	2300	59	...	21	...	...	...	...	...	18	200	168	43	...	...	...
Carnarvonshire	Yokohama	,,	July 6	...	16	...	5	...	...	...	...	...	322	193750	...	...	...	...	...	...	...	99	92	...	...	170	25	400	200	2478	409	...	...	33	60
Do.	Hiogo	,,	,, 6	...	...	...	50	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14	200	...	...	78	...	...	...	...
Chinaman	Hong Kong	,,	,, 9	...	300	50	...	...	160	...	...	...	870	...	...	...	...	...	...	...	...	730	92	...	...	...	181	399	557	...	120	...	...	...	10
Eme	Batavia	,,	,, 17	...	51	24	...	...	19	...	...	...	1144	...	...	...	...	...	...	11300	61	15	148	...	...	...	45	1049	315	...	405	£35	150	...	...
Do.	Sourabaya	,,	,, 17	...	...	...	...	...	...	...	...	11100	321	165073	...	...	...	...	...	9200	87	...	...	...	...	...	...	...	...	...	...	...	...	59	...
Velociry	Shanghai	,,	,, 29	...	150	...	...	6	13	...	...	...	241	...	...	...	...	...	...	...	...	...	60	386	...	800	180	229	593	...	1381	...	...	1335	25
Omba	Do.	,,	,, 29	1136	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4600	...	...	18	...	...	440	...	...	286	...	...	...	...	...	...
Letty Gales	Colombo	,,	,, 30	...	...	46	...	...	11	...	...	2085	1431	...	...	...	...	...	...	...	65	58	26	...	...	...	...	...	637	1759	104	...	...	...	18 & 200rns
Yanikale	Batavia	Livrpool.	,, 10	78	99	...	...	...	...	114	42	...	476	17362	...	...	...	...	249	4000	...	6	...	...	...	...	...	...	30	...	321	160	...	...	...
Do.	Sourabaya	,,	,, 10	...	...	...	...	...	...	...	...	70	156	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	75	...	...

EXPORTS FROM GREAT BRITAIN, &c—(*Continued.*)

Ship.	For	Gunpowder.	Earthenware and Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Fruits.	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats and Caps.	Saddlery.	Toys and Fancy Goods.	Upholstery and Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition	Umbrellas.	Tobacco.	Pianos & Musical Instruments.	Matches.	Goods Manufactured.	Effects.	Mineral Water.	Indiarubber Manufactures.
		lbs.	£.	Cwt.	Cwt.	£.	£.	Cwt.	£.	£.	£.	£.	£.	£.	£.	£	£.	£.	£.	£.	lbs.	£.	£.	£.	£.	£.	£.
Dewa Gungadhur	Singapore	...	73	...	...	...	...	...	...	7	...	...	...	...	...	38	...	408	...	...	...	34	500	...	...	...	...
Canaan	Sourabaya	22900	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15	...	...	...	...	...	...	...	...	...
Carnarvonshire	Yokohama	...	7	25	9	249	...	...	...	903	...	534	...	...	...	6	...	34	...	...	...	...	...	109	44	30	...
Do.	Hiogo	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Chinaman	Hong Kong	57500	25	132	...	10	...	...	...	...	17	...	...	...	...	16	...	...	120	...	...	50	166	116	...	...	...
Eme	Batavia	25250	172	200	...	246	128	...	...	15	...	25	...	...	25	13	517	682	30	...	...	...	130	59	...	100	...
Do.	Sourabaya	20000	...	...	...	58	...	...	...	...	...	...	...	...	25	18	...	...	...	...	...	...	142	39	...	...	...
Velocity	Shanghai	100400	245	16	...	144	47	...	...	...	...	...	...	...	17	60	245	...	66	960	...	...	...	...	55	...	...
Omba	Do.	...	55	...	...	63	28	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100	5	...
Letty Gales	Colombo	11500 &£6	614	32	...	4	...	...	...	168	...	47	...	...	26	17	...	...	91	...	...	25	532	26	...	...	...
Yanikale	Batavia	...	13	2400	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	379	...	...	...	...	...	...	...
Do.	Sourabaya	...	713	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

ADDITIONAL.—Per *Dewa Gungadhur*.—Cement, £457.

Per *Canaan*.—Cement, £185.

Per *Carnarvonshire*.—To Yokohama: Railway materials, £2,860; clay, £17; horse hair, £24; cement, £536. To Osaka: Cement, £345.

Per *Chinaman*.—Bricks, £9; fire clay, £2; boat, £50.

Per *Eme*.—To Batavia: Sponge, £4; tombstone, £20; cement, £680; carriages, £580; quicksilver, £40; billiard, &c., table, £146. To Sourabaya: Sponge, £4; cement, 38 tons.

Per *Velocity*.—Cement, £49; fire clay, £2; flints, £70; fire bricks, £50.

Per *Letty Gales*.—Cement, £1,132; grindstones, £14; manure, £280; chalk, £10; sponges, £4.

Per *Lake Leman*, from London to Singapore, cleared July 2.—Coals, 1,450 tons.

Per *Banian*, from Liverpool to Singapore, cleared June 27.—Coals, 1,000 tons.

Per *Nola*, from Liverpool to Singapore, cleared July 11.—Coals, £558.

Per *Cutwater*, from Liverpool to Singapore, cleared July 16.—Coals, 1,355 tons.

Per *Ragnar*, from Liverpool to Galle, cleared Aug. 1.—Coal, 1,513 tons.

Per *Alice Ritson*, from Greenock to Singapore, cleared June 27.—Coal, 753 tons.

Per *Hope*, from Greenock to Java and Singapore, cleared July 20,—Coal, 750 tons.

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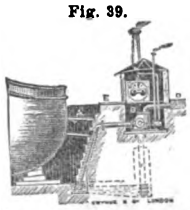
GWYNNE and Co., Hydraulic and Mechanical Engineers,

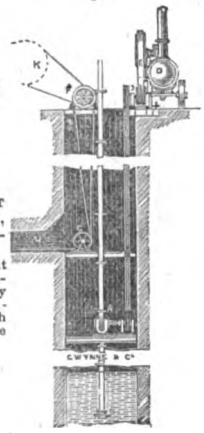
ESSEX STREET WORKS, STRAND, LONDON, W.C.

Fig. 39.



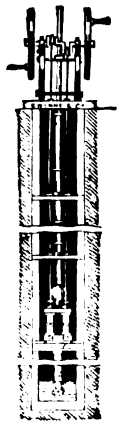
Gwynne & Co.'s Patent Pumping Machinery, s applied to emptying Docks.
The whole arrangement very compact and self-contained. References to many applications combining unparalleled efficiency with moderate first cost will be given.

Fig. 48.



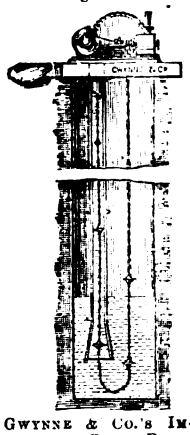
Gwynne & Co.'s Improved Patent Centrifugal Pump.
Fixed in a deep well, mine, or coal-pit, and driven by a portable or fixed engine fixed on the surface of the ground. Can be had of all sizes, and capable of raising any quantity of Water.

Fig. 100.



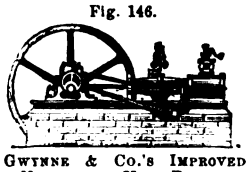
Gwynne & Co.'s Improved Double Barrel Deep-Well Pump,
For Hand-power, adapted for ordinary wells of any depth, of most careful construction, and on the most approved system.

Fig. 86.



Gwynne & Co.'s Improved Chain Pump, worked direct by Steam Engine.
These Pumps work without valves or packing, and raise a considerable quantity of water. They will lift sand, mud, or grit without choking, and require only very inexpensive repairs.

Fig. 146.

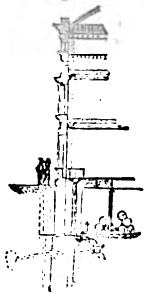


Gwynne & Co.'s Improved Horizontal High-Pressure Steam Engine.
With or without Expansion Gear, for economical working.
From 4 to 100-horse power.

Fig 154.

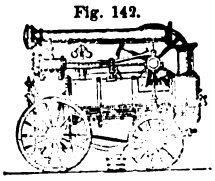
Gwynne & Co.s Improved Cornish Boilers with double flues.
These boilers are simple and compact. They are proved by hydraulic power to double the working pressure, are got up with the greatest care, and none but first-class materials are used in their construction. Estimates given for any size or shape of boiler.

Fig. 193.



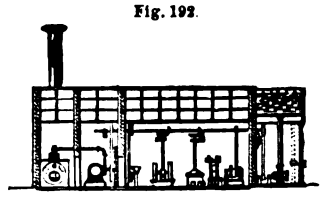
Gwynne & Co.'s Improved Hydraulic Lifts.
Worked by the supply from tank at the top of the building, or from main pipe any water company's supply. Well adapted for lowering wine, or other produce, into or up from cellars, or may be modified for lowering bankers' and jewellers' safes into the strong rooms. The waste water runs into the sewer.
Prices on application.

Fig. 142.



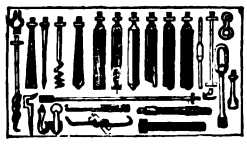
Gwynne & Co.'s Improved Portable Steam Engine.
Light, simple in construction, durable, and economical, and very superior to "Agricultural" Engines.
From 2½ to 30-horse power.

Fig. 192.



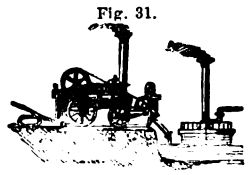
Gwynne & Co.'s Improved Machinery for pressing Oil from Seed, Olives, Fat, &c., &c.
The above shows an arrangement for a seed oil mill, and comprises, besides the requisite motive power, a crushing mill, pair of runners, heating apparatus, hydraulic press, and pumps. A Centrifugal Pump is added to lift water or any purpose required.

Fig. 121.



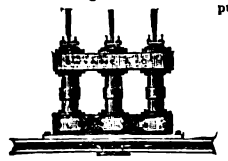
Gwynne & Co.'s Boring Tools.
Of greatly improved construction. The figure represents those most frequently used, but the form and number vary much with the nature of the soil, and size of the bore hole.
G. & Co. can confidently recommend these as the best in the market.

Fig. 31.



Gwynne & Co.'s Patent Portable Pumping Engine and Floating Irrigator.
In which the Pumps are furnished with hose for distributing the water over the adjoining plantations. Made in all sizes.

Fig. 105.



Gwynne & Co.'s Improved Treble Barrel Lift and Force Pump.
These are made with gun metal barrels, copper piston rods, and brass valves. The workmanship and materials throughout are of the very best class, and comparison with those of other makers is challenged. Gwynne & Co. make single and double-barrelled pumps upon the same principles.

Fig. 207.

Gwynne & Co.'s Improved Dredging Machinery.
The boat can be constructed so as to draw only 18 inches of water, if required. The machinery is extremely simple, yet thoroughly effective, the workmanship and materials are of the first class, and the amount of work it will do, compared with the cost, most favourable

TWENTY PRIZE MEDALS AWARDED TO THIS MACHINERY IN ALL THE CHIEF CITIES OF THE WORLD.

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Oriza de la Floride,	English honey,	New mown hay.	Japanese héliotrope,
Oriza fleuri,	Oriza mignon,	Lily of the valley,	Court perfume,
Oriza Derby,	Oriza sweet smell,	Empress bouquet,	Flowers of France,
Oriza de l'Exhibition,	ORIZA-OIL to preserve and polish the hair		Opoponax,

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RESERVED FUNDS, £500,000.

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They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

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Threadneedle-street, London, 1874.

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Reserved Fund ... ... f.30,000,000 ... £800,000.

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MANAGER.—Theod. Dromel.

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Reserve Fund, $1,000,000.

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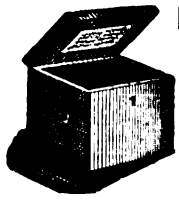

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Hoogly ...	Sept.	13	
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Mei-Kong ...	Oct.	11	
Sindh ...	Oct.	25	
Provence ...	Nov.	8	

The Steamers of the 30th August and 27th September and 25th October connect at Aden with the Steamers for Reunion and Mauritius.

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Glenfalloch	100 A1	2,126	275	Aug. 25
Glenearn	100 A1	2,120	330	Sept. 15
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Glengyle	100 A1	1,676	200	To follow
Gleneagles	100 A1	2,120	330	New boat
Glenfinlas	100 A1	2,120	330	To follow
Glenartney	100 A1	2,106	330	To follow

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TO PENANG, SINGAPORE, YOKOHAMA, HIOGO, and NAGASAKI, with liberty to call at Hong Kong, last shipping day 15th Sept., the favourite full-powered screw steamer LY-EE-MOON, 90 A1, 1,200 tons gross, 800 net register, 160-horse power nominal, 800 effective; GEORGE R. STEVENS, Commander; East India Docks. This splendid steamer is confidently expected to deliver her cargo at Yokohama under sixty days from date of sailing. She has unusually spacious and well ventilated accommodation for first, second, and third-class passengers.

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Banca, s.s.	600	Robertson & Co....	Aug. 28
Glenfalloch, s.s. ...	2,126	McGregor, Gow, & Co.	Aug. 30
Nankin, s.s.	2,423	Norris & Joyner...	Sept. 1
Star of the South ...	665	Wright Bros. & Co.	Sept. 10
Glenearn, s.s. ...	2,120	McGregor, Gow, & Co.	Sept. 15
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THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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VIA BRINDISI.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 574.] LONDON, MONDAY, AUGUST 31, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Aug. 31.
JAPAN—Yokohama	May 29	July 10	July 20*
Yedo			
Osaka and Hiogo	„ 23	„ 11	„ 14*
Hakodadi			
Nagasaki	—	—	„ 7
CHINA—Peking	—	—	„ 2
Tien-tsin	—	—	„ 6
Chefoo	—	—	„ 5
New-chwang	—	—	„ 3
Hankow	„ 15	„ 1	„ 7
Kiu-kiang	—	—	„ 8
Chin-kiang	—	—	„ 3
Shanghai	„ 29	„ 8	„ 12
Ningpo	—	—	„ 10
Foochow	„ 29	„ 5	„ 14
Formosa	—	—	„ 11
Amoy	—	—	„ 15
Swatow	—	—	„ 16
Hong Kong	June 5	„ 14	„ 18
Canton	—	—	„ 16
Macao	—	—	„ 17
PHILIPPINES—			
Manila	May 22	June 29	„ 7
COCHIN-CHINA			
Saigon	June 5	July 10	„ 19
SIAM — Bangkok	—	—	„ 16
BORNEO			
Labuan	—	—	„ 6
Sarawak	—	—	„ 10
JAVA — Batavia	„ 12	„ 16	„ 20
Samarang	—	—	„ 12
Sourabaya	—	—	„ 15
MALACCA STRAITS—			
Singapore	„ 26	„ 25	„ 26
Penang	„ 26	„ 23	„ 27
CEYLON—			
Galle	July 10	„ 29	Aug. 5
Colombo	„ 10	„ 31	„ 4

* By Pacific mail *via* San Francisco.

THE MAILS, &c.

The P. and O. and Pacific mails, with advices dated as above, were delivered, *via* Brindisi and *via* San Francisco, this morning, their due date. The next inward (French) mail, with dates Yokohama, 15th; Shanghai, 19th; Hong Kong, 25th July; Singapore, 3rd August, which is due on Monday next, the 7th proximo, left Galle on the 13th inst., two days late.

List of Passengers.

PASSENGERS OUTWARD.

Per French steamer *Iraouaddy*, Aug. 30 (booked from London).—To Yokohama: Mr. and Mrs. O. Voigh, Mr. Konnagai. To Hong Kong: Mr. T. Thomas. To Singapore: Mr. Fabian. To Galle: Mr. Ridley. To Batavia: Mr. B. A. Bergendakes, Mr. Bernard, A. Bergendahi.

Per French steamer *Hooghly*, Sept. 13 (booked from London).—To Shanghai: Mr. and Mrs. Hall. To Singapore: Mr. Riechmann, Mrs. Bogard. To Hong Kong: Mr. Hulse, Mr. Pearson, Mr. W. Wilson. To Batavia: Mr. Fraser. To Galle: Mr. Thompson, Miss Thompson, Mr. Winglo, Miss Winglo.

Per French steamer *Peiho*, Sept. 27 (booked from London).—To Hong Kong: Mrs. Deane, Miss Deane, Miss Lechler, Miss Peter, Miss Sness, Miss Graham. To Batavia: Mr. and Mrs. Oosteron and two children, Mr. and Mrs. van der Leuw. To Galle: Mr. and Mrs. Ballardie.

Per French steamer *Meikong*, Oct. 11 (booked from London).—To Shanghai: Mrs. Seward. To Galle: Mr. Karslake, Mr. Cross, Mr. and Mrs. Vandespare.

Per P. and O. steamer *Khiva*, from Southampton, Aug. 27.—To Hong Kong: Miss Neale and servant, Mr. A. Leigh. To Singapore: Mr. J. Barkinshaw. To Ceylon: Mr. C. J. D. A. Cole.

Per P. and O. steamer *Zambesi*, from Southampton, Sept. 10.—To Hong Kong: Mr. Legge. To Singapore: Mr. J. W. Withan, Miss King. To Ceylon: Mr. R. W. D. Moir, Mr. Dashwood, Mr. T. Skinner.

Per P. and O. steamer from Southampton, Sept. 24.—To Ceylon: Mr. E. A. Marras.

Per P. and O. steamer from Southampton, Oct. 8.—To Ceylon: Mr. and Mrs. Barker and son. To Galle: Miss Copeland. To Singapore: Mrs. G. F. Hose, Mr. and Mrs. Skinbrigge.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present P. and O. mail brings advices from this port to the 8th July; and by the Pacific mail we have twelve days later news, viz., to the 20th July; the French mail from London May 22 arrived out on the 9th July, and the following P. and O. mail of May 29 was received on the 10th July. The *Japan Mail* supplies the following items of intelligence:—

The position of matters in reference to Formosa remains unchanged. Despatches were sent from Peking to the Court at Yedo, the contents of which or of the replies they produced have not yet been made public, but the present attitude of both nations is unquestionably warlike. From China we have intelligence of great activity in the preparation and purchase of war material, while extensive contracts have been made by the Japanese Government for arms, ammunition, and clothing. It is said that negotiations have been entered upon for the purchase of two or more of the steamvessels at present trading in these waters.

The question of foreign travel in the interior has been somewhat abruptly closed by the resolution of the Government to defer all further discussion on it until the revision of the treaties takes place. The Government does not consider that the country is yet ripe for its acceptance of the proposals of the Foreign Representatives, and has instructed its Ministers abroad to represent to the Ministers of Foreign Affairs of the various countries to which they are accredited the grounds for this decision. An announcement has been made in the official *Gazette* to the effect that foreigners going into the interior, either at the instance of the Government or of Japanese Associations, must be furnished with passports, or passes, issued by the Minister for Foreign Affairs. Hitherto such passes have been granted to foreigners by the Department under which they were engaged, or, if in the employ of private individuals, by passes obtained in any manner open to such private employers.

On the night of the 9th July a terrific typhoon raged about and between Hiroshima and Simonoseki; the damage done is said to be immense. The crops have been ruined and property to a vast extent has been damaged. Yokohama was visited on the 10th July by a rain storm of almost unparalleled violence, lasting from about 9.30 until nearly midnight, when it began to clear. At half-past eleven o'clock the barometer stood at 29·32 having fallen two-tenths of an inch in the course of the storm. The warm season has now fairly set in, the rains having terminated. Judging from the reports from the provinces a more than average rice-crop may be anticipated.

Mr. E. W. Clark, of the *Kaisei-gakko* (College), has had the honour to exhibit to the Mikado and his Court, at the Imperial Palace, a series of views taken in foreign countries. The Imperial party expressed much gratification in witnessing the scenes depicted.

There is a rumour current in Yedo that the Japanese inhabitants of the island of Saghalien have all left, and retired to the island of Yezo. No public notification has, however, appeared relative to it.

The Yedo Saibansho (Prefecture) has delivered judgment in the case of the police charged with the assault and imprisonment of William Woods, a constable of the British Legation Escort. The Inspector of Police has been committed to prison for 100 days, and his subordinates for the shorter term of fifty days.

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soundings [illegible] Belknap, of the *Tuscarora*, announces that a-quarter miles, [illegible] of 4,658 fathoms, or five-and-a greater depth by nearly a [illegible] Japan stream. This is accurately sounded.

Dr. Wheeler, R.N., formerly attached to the British Legation at Yedo, has been presented with a testimonial and a flattering address by the English residents on his removal to Yokohama.

The Government of Japan has lost its suit against the P. M. S. S. Company, and has notified its intention of appealing the case to an American tribunal.

The new Temperance Hall was opened on the 6th July. A large number of seamen from the ships in harbour was present, and the chair was occupied by Sir H. S. Parkes.

The band of men who attempted to assassinate Iwakura have been decapitated.

The following items of news are from the *Japan Herald*:—

Very little news of interest or consequence has come to hand at present with respect to the Formosan Expedition, but from all accounts it seems that the Chinese are making preparations for a resort to offensive measures if the continuance of the Japanese should compel them. It is rumoured that the Japanese Government is increasing the strength of the army, and that additional troops will be despatched to Formosa to support the expedition. By special information from China we learn that the flotillas of Kwangtung and Fohkien have had orders to join in the Formosa waters, under the command of the high Mandarin Shen Pao Shen, quondam commissioner of the Foochow Arsenal. Shen is a man of great talent, who has conducted enterprises against the Taeping and Mahometan rebels successfully and with credit. He has for adviser Monsieur Prosper Giquel, who in the years 1861 to 1864 was commander-in-chief of the Franco-Chinese force which operated in the province of Chekiang against the Taepings, so that if the Japanese want to fight the matter out, they must get some better commanders than the so-called Generals they so much affect. M. Giquel understands war. The Kwantung flotilla is in excellent order, and fit for any service. The Fohkien fleet crews are strong, sturdy men, but as most of the Foochow ships have only been under foreign discipline since November last, they can scarcely be put into the first line of battle. The gunnery, however, is pretty good. The Fohkien corvette, the *Yangon*, has thirteen guns, all able to pierce the sides of the Japanese so-called ironclad, and the two heavy pivot guns can pierce the sides and breastwork of the *Stonewall*. From letters we have received we are of opinion the Chinese will not attack at present, as their numerous troops now in Formosa are not formidable in direct attack to forces with any pretension to discipline; but endeavour will be made to reduce the Japanese by sea and land blockade. In two months more China will have a very large force ready, as the trained troops who served so well under Ward, Holland, Gordon, and Giquel are being called in to Ningpo and Fongwô-shan. It is thought that 20,000 to 25,000 of these men can be collected. Colonel Chesney, in his paper on "Chinese Gordon," has the highest opinion of the fighting qualities of these tough and trustworthy troops.

It will probably be remembered when Date went to China to negotiate a treaty between that nation and Japan, a clause was agreed to by which the two countries entered into an offensive and defensive alliance with each other. Upon its being subsequently pointed out how dangerous such a stipulation was to the peace of Japan, because under its operation she was liable to become entangled in any complications with foreign Powers that China might fall into, the Japanese Cabinet, prior to the ratification of the treaty, sought to have the clause in question expunged, and Soyeshima was instructed accordingly. The reason that Date gave for agreeing to the clause was that as Japan contemplated hostilities with Korea, it was a stroke of policy to secure, if not the actual assistance of China, at least her neutrality. But the Chinese refused to ratify the treaty with the clause omitted, and it accordingly stands part of the treaty. As it has not been published as finally agreed to, we give a translation of it:—

Whereas the two nations enter now in relations of friendship, and ought naturally to prove with facts their mutual interest in each other's prosperity: if a foreign nation should act unjustly or illegally against one of the contracting parties, the other, when officially informed, shall be obliged, owing to the existing friendly relations, to lend an immediate assistance, or to interfere or intervene, in order to bring the dissident parties to reconciliation.

Now it is somewhat laughable to find that China complains of Japan having infringed this very clause in carrying on hostilities in Formosa, which it claims as an integral part of the Empire. Japan has been "officially informed" by China that she is acting "unjustly and illegally" against her, and as the case stands, China may call upon Japan to assist her,—in terms of the treaty,—to help her to turn Japan out of Formosa! A very amusing muddle, indeed. There was some Japanese talk, not very long since, about China and Japan having a "policy" in common in Eastern Asia, which, pursued to its farthest limits, was to end in their domination of other nations in their vicinity, and it was urged that the dispossession of the Formosan savages of their country, to be followed by Japanese occupation of it, was a politic move to block out the foreigner from acquiring a possible foothold on the Island. But the Chinese regard the Japanese as foreigners, and have no intention of permitting them to remain permanently to colonise any part of Formosa. The Japanese themselves are at length convinced of the hopelessness of their attempt, and talk of evacuating it if the prosecuting [illegible] them the expenses they have incurred in be to war, there is but scant [illegible] However averse the Chinese may [illegible] their agreeing to this demand, and it is more than likely that they may [illegible] ask an indemnity at the hands of the Japanese themselves, for breach of treaty and violation of territory. The Chinese have already incurred considerable expenses, caused by the Japanese invasion, with a very large outlay indeed to be met for ironclads, arms, and the munitions of war; and if they should insist, as the Germans did of their French aggressors, that they should pay the little bill, it will be a very ugly fact for the Japanese. Like parties who lose at law, they will have, perhaps, the costs of both sides to bear.

A sad accident, attended with great loss of human life, has occurred at Nakadori, Ishikawa, one of the suburbs of the native town. A huge portion of the cliff which overhangs that locality became detached, probably by the immense amount of rain which had fallen, and crushed five or six long sheds, completely burying them and their unfortunate inmates. Coolies have been at work ever since, digging the bodies out of the mass of earth that covers them. About twenty persons next morning were found to be missing, though it is hoped that all are not buried in the ruins. Six bodies, have been already recovered, consisting of two women, a child and three men; some of them were fearfully mangled, and all quite dead. More will yet be dug out, but it will be a work of considerable time, as there is an immense mass of earth yet to be removed.

It is rumoured that the presence of foreign troops in Japan will probably be of longer continuance than has been generally supposed. It is thought that the continued refusal of the present advisers of the Mikado to throw the country open to foreign intercourse, coupled with the firm and vigorous foreign policy of the British Government, will have the effect of prolonging indefinitely the time when Japan will be admitted into and treated as a member of the civilised family of nations. It cannot be expected, so long as the subjects of foreign Powers have not the same privileges here that are accorded to all without distinction in their respective countries, that this country can be treated with the same deference or be admitted to the same rights in every respect which other countries enjoy.

The comet continues to be visible on clear nights. It is of large size, and its tail extends several degrees into space. The Japanese, like ignorant people in other countries, say its coming is of dire portent; that some great calamity is sure to ensue, such as a war with China, or the overthrow of the Government. The good people may set their minds at rest, for they may be assured that whatever calamities may be in store for Japan, the comet has nothing to do with them.

The shipments of tea from here continue to be on a scale larger than in former seasons; in consequence of the excessive competition amongst buyers, prices rule too high to leave a margin of probable profit to exporters. In silk, also, the same ruinous competition obtains. Most articles of import leave a loss more or less great; the sales are small, and the deliveries paltry.

No attempt has yet been made to commence the revision of the treaties. As foreigners have nothing to gain by the measure, it has come to be regarded as a matter of very doubtful expediency.

The annual summer holidays in the Japanese Government offices commenced on the 11th July, and will last until the 15th September, one half of the staff having one month's leave whilst the other half remain to transact the necessary business of the different departments.

The last American mail steamer brought over some $120,000 of the new trade dollars, part for Japan and part for China. We presume that they will soon begin to get into circulation. They are a much better coined dollar than the Mexican, and will prove a powerful rival to that coin.

Judgment has been given by Assistant Judge Goodwin in the case of Walsh, Hall and Co. *v.* J. Pitman and Co.; plaintiffs to recover $4,000 for breach of contract, costs to be borne by defendants. The action was to recover $6,300 by plaintiffs from defendant, for refusal to take delivery and pay for a certain quantity of blankets, 13,000 in number, alleged to have been contracted for. Defendant put in a cross claim for $3,900, for for alleged breach of warranty, and consequential damages.

The Japanese Government has appealed to the Circuit Court of California against the adverse decision given by the United States Consul in its late suit against the P.M.S.S. Company for damages—$10,050—for breach of contract.

The British steamer *Bengal*, on entering the harbour, ran aground nearly opposite the English Hatoba, but has since been floated off without damage.

A fatal accident has occurred on board the German frigate *Arcona*. A sailor fell from aloft, and breaking his neck, expired immediately.

A flower show has been held at the Bluff Gardens.

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CHINA.

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TIENTSIN.

On the 26th June, in the public building situated near the north gate of the city of Tientsin, and known to Chinese by the name of Tang-hang-kung-so, a treaty in perpetuity was concluded and signed between Peru and China—on the part of the Government of China by H.E. Le Hung-chang, Plenipotentiary; and on the part of the Government of Peru by H.E. Captain Garcia y Garcia, the Plenipotentiary for that country; and it may be further remarked that this is the first treaty which China has made with a South American State. The correspondent of the *North China Daily News* communicates the subjoined particulars:—

Captain Garcia, accompanied by Mr. J. F. Elmore, LL.D., as secretary of Legation, and by Messrs. Freyre, Garland, and Benavides, as attachés, arrived in Tientsin on the 23rd day of October last, for the purpose of negotiating this treaty. Captain Garcia, having engaged the services of Mr. John A. T. Meadows as interpreter to the Legation, on the afternoon of the day of his arrival at Tientsin, addressed a Chinese note to H. E. Le Hungchang, the Imperial Commissioner, then resident there, informing him that he would call on him at his Yamun at four P.M. on the following day. Captain Garcia, accompanied by Secretary Elmore and Interpreter Meadows, called on the Commissioner at the time mentioned. From that hour till two days before the departure of the Commissioner for Paouting-foo, in his position of Governor-General of the province of Chihli, on the 18th Dec. last, the Minister had constant communication, either personally or by letter, with him, or with his deputy, the Customs Taoutai, regarding the object of his mission to China. Nothing, however, up to that time had been definitively settled, when public business of importance compelled the Imperial Commissioner to depart for Paouting-foo—the capital of the province, and formerly the residence of the Governor-General throughout the whole year—for the winter. In consequence of the Commissioner having thus to depart, the Chinese Foreign-office in Peking, known now generally by the outer world, as well as by the Chinese, under the name of the Tsung-li Yamen, had, at the suggestion of Mr. Wade, H.B.M.'s Minister at the metropolis, arranged with him that the Peruvian Minister should spend the winter at Peking. Captain Garcia, accompanied by his suite, accordingly left Tientsin at the same time that the Commissioner left for Paouting-foo, and arrived at Peking on the 21st Dec. last. His Excellency and part of his suite took up their residence in the German Hotel; while the other part of the suite—the Chinese department—did so in the French Hotel. Some few days later, as soon as the Peruvian Minister had concluded his visits on the Foreign Ministers, and the latter had returned his calls, Captain Garcia addressed to Prince Kung a note saying he would visit his Highness on the following day. This he accordingly did, accompanied by Secretary Elmore and Interpreter Meadows; and the reception his Excellency met with was of the most flattering description, both for himself and for his country. On the 5th January following Prince Kung, accompanied by the Ministers of State, Chung-lun, Shin Kwei-fun, and Chung-how, called on Captain Garcia at the German Hotel—the Peruvian Legation for the time being—and on the following day the Ministers of State, Wanseang, Paoukeun, and Ching-lin did the same.

During the winter, Captain Garcia and Secretary Elmore were engaged in drawing up the draft of a Treaty for negotiation with the Imperial Commissioner, after his return to Tientsin; and Captain Garcia sent this draft of the Treaty to the Tsung-li Yamun for examination, and after that to be forwarded to the Commissioner. Directly Captain Garcia was made aware of the return of Le to Tientsin, he called on the Ministers of the Tsung-li Yamun, and took leave of them. The Peruvian Legation left Peking on the 27th of April on its return to Tientsin, where it arrived on the 30th idem. On the following day, Captain Garcia, accompanied as hitherto by Secretary Elmore and Interpreter Meadows, paid a visit to the Imperial Commissioner, when negotiations again commenced respecting the concluding of the Treaty. On the 1st June the arrangements were ended, as to its wording, and as to that of a special agreement in regard to the position of the Chinese labourers in Peru. Afterwards, till the day of signature, the Spanish and Chinese departments of the Legation were occupied in making the necessary fair copies of the Treaty and special agreement, for the signature of the Plenipotentiaries, which were affixed, as already mentioned above, on the 26th day of June, at the Tang-hang-kung-so, in Tientsin.

Chinese subjects in Peru, and Peruvian citizens in China, are now on the same footing as the subjects of the most favoured nations. These have been the results of the eight months' negotiations; with these results the Governments of both countries are perfectly satisfied; and it is to be hoped that their people will be equally so.

SHANGHAI.

The present mail brings advices from this port to the 12th July; the P. and O. mail from London May 15 arrived out on the 27th June, the French mail of 22nd May on the 7th July, and the P. and O. mail of 29th May on the 8th July. The following summary of news is from the *North China Herald*:—

The German barque *Jurgen*, arrived from Keelung, has brought news of the loss of the British steamer *Laptek*. It appears that on the 28th June, at 9 P.M., while the steamer was on her voyage from Swatow to Shanghai, with sugar, she struck on an unknown and sunken rock, about two miles from the shore, at a spot about eight miles from Keelung. Captain Tough, finding his vessel was settling down by the head, made for the shore, and succeeded in beaching her on a sand bed. The nature of the damage could not be ascertained, as the forehold was full of water, and there were no means at hand of pumping it out. The engine-room and afterhold, however, remained dry. The weather was calm and fine in Keelung harbour, though a little foggy outside, and was favourable for making attempts to discover the nature and extent of the damage; but from the position in which the vessel lies grave doubts are entertained as to whether this can be accomplished. Though she has not yet been abandoned, it is believed the *Laptek* will be a total wreck. Nearly half the cargo, about 4,000 bags of sugar, has been landed in good condition; but the remainder is reported to be irretrievably damaged. From another source we are told that the steamer struck near the Double Rock, about six miles from Keelung, and that she was run into Ma-sou Bay, about three miles off. The *Jurgen* brings thirty-six Chinese who were passengers by the *Laptek*, but the crew had remained by the vessel.

At the Supreme Court, on the 9th July, before Sir Edmund Hornby, chief judge (Mr. Mowat being also on the bench), Mr. W. V. Drummond, barrister, made an *ex parte* motion on behalf of the trustees of the Recreation Fund, for permission to appeal to the Privy Council to set aside the perpetual injunction made by his lordship in the recent action, "The Shanghai Race Club *v.* the Shanghai Cricket Club." Exigencies of space prevent our giving more than a brief outline of the discussion that ensued. The application was argued at considerable length between his lordship and Mr. Drummond, the latter stating that the present motion was made under the 131st section of the Order in Council, which refers to the grounds on which such an appeal may be made, and sets forth that the value of the property in dispute, or the matter at issue, must be to the amount of $2,500. In order to meet that contingency, he had filed an affidavit, signed by two of the trustees, who, Mr. Drummond said, considered themselves the parties aggrieved by his lordship's decision, and had therefore instructed him to apply for permission to appeal for its reversal. The 136th section of the Order in Council also requires that security shall be given within one month to the value of the property in question, and he, therefore, under the provision, had obtained the security of three of the trustees up to the maximum amount required—$2,500. The amount was tendered by Messrs. Keswick, Forbes, and Cameron, and therefore everything necessary to be done before moving for permission to appeal had been done before coming into Court. His Lordship asked in what way the Recreation Fund property was affected by the perpetual injunction to restrain the Cricket Club—how were they aggrieved? Mr. Drummond said the recent proceedings were to try a right, and the injunction then made applied to the whole of the property. If, therefore, the Recreation Fund Trustees desired to build, they could not do so—they would be liable to repeated actions—and, in fact, the effect of the injunction was to restrain them for ever from exercising their rights over their own property, and prevent them putting it to more profitable uses, if they desired to do so. It reduced the land from the condition of building land to that of arable land, therefore materially affecting its value as property. His Lordship said he could not restrain the trustees if they desired to build, and he could not see how his decree affected their rights of ownership. Mr. Drummond urged that if they were to commence to build to-morrow, under the present wording of the decision an injunction would be probably applied for at once against them, and the building stopped. If that would not be the effect of the injunction he did not know what it meant. After much discussion on technical points of law, in what were adduced as analogous cases, his Lordship said, in order that there may be no delay, he would at once refuse the application for permission to appeal, and for that refusal he would give his reasons probably in three or four days. Appeal, by petition to Her Majesty, is still possible, however, under the 139th section of the Order in Council.

At the Mixed Court, before Chên and Dr. Yates, two owners of jinrickshas have been brought up, charged with plying for hire without license. It was shown that 500 licenses having been granted, no more were issued by the Council. The two defendants, however, caused a number of forged licences to be written by a Ningpo man, formerly in the service of the Council, and issued to thirty coolies. The trick was discovered, the coolies and their vehicles were impounded, and the men of course confessed who were their employers. The vehicles were taken to the Central Police Station compound, and one of the Canton men and the Ningpo man were caught. The Canton man was fined $25, and the Ningpo man $10—the full penalty being $50. On Saturday night the Bund at Hongkew, in the neighbourhood of Chiarini's Circus especially, and also in the French Concessions at Kin-lee-yune, was the scene of much excitement, consequent upon the crowds of jinrickshas either plying for hire or conveying passengers. The rule of the road, if a coolie ever knew it, was quite forgotten, and at times the racing, screeching, and holloaing was startling. The police were active, and no doubt prevented serious mischief, and that, considering the heat, deserves mention.

An unusual case has been partly heard before the Court of the Danish Consulate. Peter Boysen, a member of the English municipal police, was summoned for assaulting a Chinese woman, forcibly entering a house, and stealing a dog. Counsel was retained on both sides. The famous Mother Hubbard's dog could

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not possibly have undergone more or greater changes than the remarkable animal whose rambling propensities, some twelve months ago, are alleged to have led to the occupation of a Consular Court, two lawyers, two reporters, and "ever so many" witnesses, for nearly five hours, with a prospect of another five in probably still more enjoyable weather. This unhappy animal had had his nose slit, had been shot in the throat, had had his hairy tail cut, was frequently clipped, often washed, and after all turns up in custody of the police, just where a dog of such unmistakable Snarleyowistic proclivities might be expected to be. After lengthy addresses by the counsel on both sides, the Court gave judgment, the result being that the defendant was acquitted on all the charges. As he himself confessed to having removed the dog from the complainant's house, the Court, to mark their disapproval of such a step, ordered him to pay all costs, at the same time directing the complainant to pay him $50 as compensation for bringing such grave criminal charges against him as compelled him to go to the expense of employing legal assistance.

The O.S.S. Co.'s *Ajax* arrived at Woosung on the 8th July, but was unable to cross the Bar, though drawing only 19 feet 9 inches. Six barges were sent down, along with a large number of coolies from the Company's stevedore, to lighten her by 300 tons, and she came up river next day.

At a numerously attended meeting of the Cricket Club, Mr. J. Priestley Tate in the chair, it was resolved *nem. con.*, on the motion of Mr. Manson, seconded by Mr. Maitland, that, in view of the perpetual injunction recently obtained by the Race Club, it was advisable the Committee should write and request the Stewards of the Race Club to allow the pavilion to remain as it now stands, and that the Cricket Club should not be parties to any further appeal against the decision of the Chief Judge.

The Wind Instrument Society's Band has been passing through a crisis caused by the defection of the paid members, who, notwithstanding an engagement they entered into to form part of the wind band for the summer, have been led by superior pay offered them by the Circus people to desert the society which has been their mainstay during past seasons. The society, however, unwilling to disappoint their friends, strained every nerve to hunt up recruits, and bring back retired members, so as to dispense at once and finally with the services of those who have failed in their agreements with them. On their first attempt under the new conditions, after judiciously toning down public expectation, they prepared an agreeable surprise by coming out in greater force than ever. Some of the selections were new, and were performed in a style highly creditable to the conductor as well as to the musicians if it was arrived at without the usual practice. The whole programme was given with equal spirit and care. The night was very hot, and the visitors with whom the garden was crowded must have felt particularly grateful to the amateurs for giving them an inducement to spend a few hours in the only place in the Settlement where existence was tolerable.

The heat has been very severe during the week, the thermometer showing a daily record of over 90 Fahr. in the shade. Police-Constable Persihl, while on duty in the Public Gardens, was suddenly struck down by heat apoplexy. He was carried to the Central Station, and remained in a very precarious condition for some hours, when he manifested symptoms of recovery, and gradually regained consciousness. He had just a few days before been informed of the Council's resolution to invalid him, on account of debilitated health, and has since left for England.

The Chinese Merchants Co's. steamer *Leeyuen*, from Tientsin, brings a couple of Gatling guns (mitrailleuse) and a considerable quantity of ammunition, intended for the use of the Chinese forces in Formosa. The Gatlings, which we believe were turned out at Nanking Arsenal, have been allowed to fall into a lamentable state of disrepair, as regards carriages and gear, and whether they retain their effectiveness in other respects is a question. We understand that the next trip of the *Leeyuen* will be southward, probably with the above noticed and other war material.

The whole of the land required for the Shantung Promontory Lighthouse has been granted, and the foundation is already laid.

From Newchwang we hear of a revival of Chinese intercourse and trade with Korea, the new Government being more liberal than the Regency.

A meeting of landrenters was held at Chinkiang on the 3rd July, in reference to the bridge connecting the C. N. Co.'s hulk *Cadiz* with the Bund. The past action of the Municipal Council in the matter was approved, but it was resolved to represent to Messrs. Butterfield and Swire the desirability of arranging its position so as to avoid any further complications.

Chiarini's Circus opened on the 3rd July, and has been performing since to good houses.

The members of the Peruvian Legation have arrived per steamer *Paouting* from Tientsin.

HONG KONG.

The *Canton* struck on the Min Reef at 5.30 P.M. on the 7th July, in very thick weather. On the morning of the 9th, the *Jeddah* passed close to the wreck, which was lying on her port side, and only the forward part of the vessel out of the water. The sea had commenced to break over her, and everything was swept off her decks but one starboard midship boat, which was still in the davits; funnel, masts and everything gone. On the night of the 8th, passed the steam tug, having on board the English pilot, captain and crew. They had lost everything but what they had on, but no lives were lost. The *Yangtsze* reports that at 7 P.M., on the 10th July, when abreast of Pih-seang, passed a quantity of boxes, apparently tea, several pieces of wood painted dark stone colour, supposed to be part of a deckhouse, and pieces of bulwarks, and also one small half hatch complete. It being dark and a heavy confused sea on, were prevented from lowering a boat to ascertain further particulars.

The new, large, and full-powered steamship *Crocus* was very nearly bringing her first voyage home with Foochow teas to an abrupt termination, having been aground on the inevitable North Bank from 11 A.M. until 8.45 P.M. on Sunday, June 28th. Before the afternoon tide rose there were only six feet of water under her, but the bottom fortunately being sandy, the vessel, marvellous to state, stood almost upright, having only a slight list to port. While in this perilous position the faithful old tug *Woosung* came in sight from towing the *Mary Blair* to sea, and her services were eagerly engaged to prevent the steamer from drifting any further on the bank. The tug went alongside as soon as the tide would admit, took on board a hawser, and then steamed away, and anchored some distance from the stranded ship, keeping her engine going full speed until the *Crocus* once more floated, and could steam away. We understand that it is supposed that no damage at all was sustained on this occasion.

The *Hong Kong Daily Press* says:—There has been an utter dearth of news of public interest during the past fortnight. The weather has been exceptionally oppressive, but not unhealthy. On account of an outbreak of cholera in Saigon vessels from that port were for a short time put in quarantine, but telegrams have since been received that the epidemic had disappeared, and there is therefore no reason to apprehend its approach. H.M.S. *Cadmus* left on the 13th July for home *viâ* the Cape of Good Hope. Some attention has been directed to the provisions of the Ordinance for suppressing gambling-houses, in consequence of a case at Singapore, under a local Ordinance in that colony, which is similar to the one here, providing that a householder may be fined heavily, because a house belonging to him is used as a gambling resort, without any proof that he was in collusion in the matter. The Chief Justice of Singapore has pronounced the provision there as contrary to the fundamental principles of English law, and as it is probable the Ordinance in that colony will shortly be modified in consequence, it is suggested that a similar change should be made here.

The Hong Kong, Canton, and Macao Steamboat Company.—The ordinary half-yearly meeting of this company was held on the 18th July. The accounts show that after paying commission, running expenses, salaries, premia of insurance, repairs, and all other outgoings to June 30th, that there is a profit of $82,435.28, and the directors recommend a dividend at the rate of 8 per cent. on the paid-up capital for the half-year. The report notices that notwithstanding the inducements held out to them by the company, the natives still continue to prefer shipping their cotton in flat boats to giving their freight to the steamboats.

SIAM.

BANGKOK.

The civil authorities of the Province of Nak'aunraht Semah have transmitted to the Royal Treasury in Bangkok the sum of $2,016, as the sum due for 842 taxable Chinese in that province for the year 1235, *i.e.*, 1873 A.D. The civil authorities of the Province Saraburi have transmitted to the Royal Treasury of Bangkok the sum of $450, as the sum due for 182 taxable Chinese in that province for the year 1235.

In the Siamese Government *Gazette* we notice that the monopoly of the right to establish gambling-houses in twenty locations has been disposed of. The successful bidders have in each instance pledged themselves to give more than was given for the same monopolies last year. This revenue enters the Treasury Department known as the P'ra-klang Sinka.

Chin Fung was promoted to the rank of Luang Boekbanburirat, and thereby became the monopolist of the Lottery of Bangkok. His bondsman is Chin Su'. Last year this monopoly was granted to the monopolist for the sum of $142,560. The present monopolist has offered an advance of $28,000, and commenced the working of the monopoly on the 31st of May for the enormous sum of $231,360.

H.M. has granted an audience to his nobles at the throne Amarindra-winich'ai. After this audience H.M. retired and tarried a few moments at his drawing saloon, and then proceeded to the throne Mulasat'ahn. In the evening cards were sent inviting the State Councillors to a session in the throne room T'ewaraht. Ten of the Councillors were present. Two of the members were absent owing to pressing official duties. One was absent on account of duties at the Treasury, K'lang Mahahsombat, the other was on special duty to suppress disturbances of the peace at the Province Tahk. This session did not break

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up till after 11 P.M. On the 15th, after meeting the nobles as usual, H.M. again convened the Council of State—the same members were present, and the session did not terminate till after 11 P.M. On the 16th there was a third session of the Council, similar to the two previous sessions. On the 17th at three P.M. H.M. met the nobility as usual. When H.M. took his place upon the throne Mula-sat'ahn, the princes and nobles who are graciously permitted to visit H.M. did so at that place. When that audience closed H.M. returned again at dusk, when H. H. Somdetch Chow Phya Boromahah Srisuriyawongse, N.R., M.C., interviewed H.M. till after nine P.M. On the 18th the usual audience of the nobility and of the visits of the princes and others took place. At night, owing to the rainfall, H.M. did not appear. On the 19th, in the forenoon, H.M. gave his usual audience; on that same day H.R.H. Krom P'ra-rahcha-wang-bowara-sat'ahn-mongk'ul had an audience with H.M. the Supreme King in the throne-room Sat'ahn-boroma-Aht. In the evening H.M. appeared on the esplanade in front of the new palace, and then drove out in a carriage, accompanied by Prince Kreedah, Prince T'ewan, and Princess Sukumal, and the nobility who were honoured to visit his Majesty at the new throne-room followed, visiting the new garden in front of the palace Sarahmrom; after a short stay, H.M. returned to the esplanade, and as the rain fell H.M. retired.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 26th July; the French mail from London June 19 was received on the 19th July, and the following P. and O. mail of June 26 arrived out on the 25th July. The following summary of news is from the *Straits Times*:—

His Excellency Sir Andrew Clarke has not yet returned from Penang, though his visit to that Settlement is, we understand, now drawing to close. During his somewhat protracted stay, we learn that he has been busy with the affairs of Laroot and Perak, where his intervention is certainly not looked upon by the native chiefs as a meddlesome interference, but on the contrary is regarded as most desirable for the peace and prosperity of those States. Public opinion in this colony is strongly with the line of action Sir Andrew Clarke has adopted, and it was generally understood here that the treaty recently concluded with Perak had received the sanction and approval of the Foreign-office. The Reuter's telegram received here, conveying the authoritative announcement that such is not the case, has occasioned considerable surprise. There can be no doubt it is absolutely necessary for the peace and prosperity of those territories, which are so closely connected with the trade and commerce of our own Settlement of Penang, that the Government of this colony should be able to exercise a direct influence in and supervision over the administration of their affairs,—which left to themselves, the chiefs and rulers are incapable of administering even to their own satisfaction. If it be true that the treaty is not yet approved,* we assure Earl Carnarvon that the welfare of both this colony and the native States in question would be best promoted by its speedy ratification and the inauguration of its provisions, in which he may count upon the hearty approval of the public here, and all concerned in the prosperity of the colony. It is, indeed, quite probable that those personally interested in maintaining the anarchy that has so long reigned in those and other territories, will endeavour to retard the inauguration of a better state of affairs under the new treaty, and may to this end strive to obtain a favourable hearing at the Colonial or Foreign-office and in some of the widely circulated English journals. Should this be done, we can only trust that Earl Carnarvon will estimate the misrepresentations thus put forward at their true value, and not permit them to influence his action or delay his approval of this most important treaty.

The third Criminal Session of the Supreme Court opened on the 14th of June, before his Honour the Chief Justice. The calendar was a pretty heavy one, but most of the cases have been disposed of, and the session will probably be concluded in two or three days more. From the lightness of previous criminal calendars we had begun to believe the general morality of the native population was improving, but in view of the array of serious cases and crimes of violence at this session, it is evident that it is yet too early to congratulate Singapore on any improvement in this respect.

The arrivals *via* the Suez Canal have been the *Maetan*, on the 15th, from Leith; *Essen*, on the 11th, from Hamburg; *Patroclus*, on the 22nd, from Liverpool; and *Glengyle*, on the 23rd, from London. The departures homeward have been the *Sarpedon* on the 14th, *Orion* on the 24th, and *Menelaus* on the 25th, all for London.

A mercantile decision of some importance has been given in the civil side of the Supreme Court here, by Chief Justice Sidgreaves, as determining where the liability of the shipper ceases and that of the ship commences. Certain goods in course of shipment by a Messageries Maritimes steamer fell out of the ship's sling into the water when being hoisted on board from the wharf, thereby sustaining damage. The shippers sued the company for the damage, claiming that as the goods were in the ship's slings they were virtually in the possession of the ship at the time. The Messageries Company, on the other hand, maintained that their liability did not attach until the goods were actually on board, the duty of slinging them and guiding them safely until they were over the vessel's side devolving wholly on the shippers; the defendants further relied on a special condition in their bills of lading, and on the fact that the plaintiff's employes had themselves placed the goods in the sling; but judgment was given for the defendants on the general ground that the liability of the shippers had not ceased at the time of the accident, the goods being then in the custody of the defendants. In the Vice-Admiralty Court, a claim for salvage by the German steamer *Egeria* against the Siamese barque *Advance*, which vessel she towed to Singapore after having been in collision with her, was decided in favour of the steamer, the salvage awarded being $2,500.

* This was telegraphed as on authority of *China Telegraph*, but the Straits papers assumed it to be *Daily Telegraph*.

PENANG.

The steamer *Fair Malacca* brought up ten Chinese from Laroot, who had been ringleaders in an *emeute* there, and being well known as turbulent and dangerous characters, without any ostensible means of earning a livelihood, they were quietly arrested and ordered to be deported; this is highly satisfactory as far as Laroot is concerned; but it is sincerely to be hoped that our Government will take good care to prevent these men landing in Penang. If our laws will not permit of their being deported at once, the sooner we have a law allowing the Executive this power in an emergency like this the better will it be for the peace of the Colony.

The British steamer *Vidar* has, we learn, been chartered by Captain Douglas, an Agent of the South Australian Government, to convey coolies to Port Darwin, the northern settlement of that colony, and will leave in a day or two for that port.

His Excellency Sir Andrew Clarke, accompanied by the Lieutenant Governor and Commander Powlet of H.M.S. *Avon*, left Penang for Butterworth *en route* to the north of Province Wellesley. We are given to understand that it is his Excellency's intention to leave Penang for Singapore towards the end of next week.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—There had been some improvement to note in staple Cotton Goods. Yarns had been in fair current inquiry, a feature in the market being a demand for 38 to 42, best qualities. Shirtings had improved. Velvets were in more request, at firmer rates, whilst Turkey Reds were fairly saleable. Business in Woollens had scarcely commenced, and Mousselines were difficult of sale. The market for manufactured Iron continued in an unsatisfactory condition, and quotations were nominal.

HIOGO-OSAKA.—The import trade continued dull, and the total result of the business of the month was even less satisfactory than that reported by last Pacific mail. This was in some measure accounted for by excessively wet weather prevailing during the fortnight. Cottons: Yarns—Transactions small and demand languid; best chops only found buyers. Grey Shirtings: In better inquiry, as instanced by improved deliveries. An advance established in the value of best makes, but inferior goods (of which the bulk of the stock consisted) were difficult to move. Large arrivals of Turkey Red Cambrics had checked the demand for this staple. Victoria Lawns exhibited a weakening tendency, owing to the approaching close of the season. Sales of Chintz reported at low rates. Worsteds and Woollens: Camlets entirely neglected. Lastings less inquired for, and a slight decline submitted to. Orleans also somewhat weaker. Mousselines remained as last quoted, with an increased difficulty in placing any but goods of the best quality. Cloth—out of season, and quite unsaleable. Iron had arrived in some quantity, and prices in consequence rather weaker.

HANKOW.—Business for the fortnight under review had been on about a par with last mail's, and there had been a slight improvement in several kinds of goods. Grey Shirtings: 7lbs. There had lately been more enquiry, and holders were firm for some advance. Sales, 5,000 pieces. 8¼lbs. The better class had been chiefly dealt in at about last mail's closing rates. A small quantity of medium make had also found buyers. About 25,000 pieces had changed hands. There was no stock of heavy weights, and they were quoted quite nominal. White Shirtings: About 1,000 pieces of 66 reeds taken at Tls. 2.12 per piece. T-Cloths: Higher reeds of 6 and 7lbs. only wanted, and a rise of 1 to 1½ candareens per piece obtained. Sales, 9,500 pieces. Of 8lbs. only 500 pieces had been quitted. Drills: In some enquiry, and for best 15lbs. prices advanced about 5 candareens per piece. Jeans: More asked for; transactions confined to best chops at about last rates. Fancy Goods: Business comprised a few hundred pieces of Dyed Brocades, Chintz, Handkerchiefs, Turkey Reds, and Figured Lustres. Prices little altered, except for Turkey Reds, which showed about a mace advance. Woollens: Quantity altogether sold limited, but a firmer feeling for all kinds apparent, and for Long Ells rates had ad-

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vanced 3 to 4 mace per piece. Metals: Lead, some recovery in prices, and current quotation was Tls. 5.40 to 5.50 per picul.

Chefoo.—Messrs. Wilson, Cornabe, and Co.'s Circular says, Since the issue of our last Circular business generally has been in rather a dull condition, and at the moment there seems to be little chance of improvement for some time to come. Cotton Goods: Grey Shirtings and T-Cloths have been fairly saleable, but the prices paid have been much under Shanghai values for a like quality or Cloth. Drills and Fancy Cottons have been quite neglected. For Woollens there has been no enquiry. Metals, Nail Rod and Bar Iron have been in fair demand but as we close wants seem to be satisfied. Lead is unsaleable.

Shanghai.—At the commencement of the fortnight a more healthh tone was apparent in the market for most classes of goods, thouge prices showed but a slight improvement. Subsequently, however, thy demand had somewhat subsided, though prices remained tolerably firm, Cottons: There had been considerable sales of 8¼ lbs. Grey Shirtings and there was a good inquiry for the better class of Grey goods, but the supply was small. For heavy Shirtings the demand was nearly over. T-Cloths had been steady throughout the fortnight, and Mexican 7 and 8 lbs. goods had advanced somewhat in value. White Shirtings, common qualities had met with more inquiry. Drills had been in better demand, and showed some improvement. In Fancy Cottons there was no change to notice. Woollens and Worsteds showed some improvement in demand, as well as a small advance in price. Long Ells, Spanish Stripes, and Camlets had been inquired for, and sales by auction of this class of goods had been made at an advance on previous rates. Lastings were at one time in demand, but the inquiry had not been maintained. Metals: Nail Rod Iron quiet but steady. Lead: A further rise in the value established, and Tls. 5.45 to 5.50 was the current quotation for L.B. Coals: Market very quiet for all descriptions. Cargo quotations from ship—Cardiff, Tls. 10.50 per ton; English, Tls. 7.50 per ton, nominal; American, Tls. 12 per ton.

Foochow.—Sales had been:—T-Cloths, 7lbs., 300 pieces at $2.17 per piece; Grey Shirtings, 8¼lbs., 500 pieces at $2.75 per piece; Lead, 800 pigs at $8.4 per picul.

Hong Kong.—There had been a slight improvement in the demand for the West Coast, but the market still extremely quiet, and dealers were exercising caution in their purchases.

Canton.—Lead: Sales to extent of about 1,100 piculs "Hole" chop at $7.75 per picul were reported. Common brands were worth $7.70 to $7.75, and W.B. $7.80 to $7.85 per picul. Quicksilver was quoted $181 to $182 per picul.

Batavia.—The Market for Cotton Goods showed no improvement and owing to the continued dulness of demand, values in many instances had experienced a material decline. Rainy weather was still interfering with business.

Singapore.—Messrs. Boustead's Circular says:—The arrivals with general cargoes are the Eurus, from London, and steamers Essen, from Hamburg; Patroclus, from Liverpool; and Glengyle, from London.—Piece Goods: During the past fortnight a moderate business only has been done, at about our last quotations.—39 inch Grey Shirtings: Moderate sales of 8¼ lbs. at $2.27½ to 2.25, and close dull at the lower quotation; 7 lbs. quiet, at $1.92½ to 1.90; 6 lbs. very dull, and nominal at $1.77½ to 1.75.—45 inch Grey Shirtings: Transactions confined to a small sale of 8 lbs. at $2.22½; no inquiry for 9 lbs., which are quoted $2.65 to 2.67½.—32 inch T Cloth: Demand has continued limited for 6 lbs. at $1.50, and 7 lbs. at $1.70 to 1.67½, offers are now lower; 4 lbs. and 5 lbs. very dull, at $1 and 1.12½ respectively.—32 inch Grey Madapollams: Enquiry is very trifling, and $16 has been the highest offer for 2½ lbs.—36 inch Grey Supers: No demand, and prices weak.—36 inch White Shirtings: A fair business has been done in medium qualities of favourite makes, at about late rates; fine and low goods are very difficult of sale, and prices are weaker.—45 inch White Shirtings are in limited enquiry, at $3.65 to 3.67½ for favourite chops.—45 inch White Cambrics: Common makes are in fair request, but for fine goods there is less enquiry.—30 inch White Madapollams: A small sale reported, at $19½ per corge.—32 inch Turkey Red Cambrics are quite unsaleable at present. Quotations nominal 2¼ lbs. $2 to 2.02½; 2½ lbs., $2.10 to 2.12½; 3 lbs., $2.25 to 2.30.—45 inch Turkey Red Mulls: Nothing doing, 1¾ lbs. nominally quoted $32.—Grey Yarns: All counts are very dully, and prices lower; 40's, $114; 30's, $100 to 101, 18/24's, $90 to 92½.—Coloured Yarns: A moderate enquiry is still experienced for Turkey Red of known marks, at $145 to 150 for 10½ lbs.; and $157½ to 162½ for 12½ lbs. Other colours are very dull. Pea Green, $80; Dark Green, $83 to 84; Orange, $81; Yellow, $80; Imperial Red, $68.—Woollens: No improvement to note. Quotations nominal in the absence of demand. Assorted Camlets S. S. $18 to 19. Scarlet Long Ells, 8½ lbs. to 9 lbs., $6 to 6¼. Scarlet Bombazettes, $3 to 3¼; Lastings, 43 cents for Black, and 44 cents for Assorted.

Penang.—The fortnight had been an exceedingly dull one in the Imp it market, and hardly any business had been done in any class of goods. The small transactions reported had been at a further decline in prices.

EXPORTS.

TEA.

Yokohama.—Information of the arrival of New Crop tea, per first two steamers, had reached this market from New York, and the prices realised were by no means satisfactory to buyers here; the meagre intelligence received had, however, had little or no influence, and prices so far remained unaltered. Settlements, since date of last report, amounted to 6,500 piculs, principally good medium and fine grades. Finest and choice parcels were in very limited supply, and Common goods scarce and dear. The following vessels were loading for New York—s.s. Bengal, s.s. Pleiades, s.s. Duna (at £5 to £6 per ton of 40 c. ft.) *viâ* Suez Canal; the ship S. G. Reed, and barque Benefactor (at £3 5s. to £3 10s. per ton.) The ship John Rennie was on the berth for San Francisco, at $8 per ton of 40 c. ft. The s.s. Altona left on the 8th July with the undernoted cargo, which proved larger than estimated—for New York, 318,845 lbs.; for San Francisco, 165,485 lbs; and for other ports, 35,469 lbs. Quotations—Fine, $41 to $43 per picul; finest, $45 to $48 per picul. Export from 1st May to date—3,124,359 lbs., against 2,148,922 lbs. to corresponding date season.

Hiogo-Osaka.—There had been a very active business doing during the month, and settlements aggregate about 9,000 piculs. Common grades were in small supply, and stocks, which were estimated at 2,000 piculs, consisted chiefly of medium to finest. The steamers Duna and Bengal were loading for New York at this port and Yokohama.

Hankow.—Messrs. Evans, Pugh and Co.'s Report says:—We issued our last report on the 22nd of June, since then about 22,000 chests have been settled on this market, and about 30,000 chests shipped to Shanghai on Chinese account. The arrivals during the fortnight we estimate at about 53,000 chests. The few first crop teas that have come to market have sold at full prices, and in some cases an advance of Tls. 1 to 2 per picul has been paid. Second crops have arrived pretty freely, and have sold at Tls. 17 to 25½ per picul, being in most cases rather over last year's rates. The quality of the second crop we consider unsatisfactory. Though there may be exceptions, we make the bulk inferior both in leaf and cup. We estimate the supply of first crop tea this season at fully three millions of pounds less than it was last year. The second crop is also expected to be short in quantity. Quotations are:—For fair to medium Oopacks, Tls. 17 to 25½, against Tls. 17¾ to 23¾ at same date last season; Oanfas, Tls. 17 to 23¼, against 17½ to 22; Oonahms, Tls. 13 to 20½, against 12 to 19. The following is a comparative statement of the Export hence:—1874-75, 36,145,909 lbs; 1873-74, 39,188,778 lbs.; 1872-73, 33,408,501 lbs.; 1871-72, 33,363,510 lbs.; 1870-71, 27,098,026. The steamer Glenlyon is advertised to leave with about 2,000 tons of tea on board; she will, we believe, complete her loading at some other port, though there is little doubt but that in the course of a short time she could have obtained a full cargo here. The steamer Tchihatchoff is still on the berth for Odessa. Messrs. Drysdale, Ringer and Co.'s Report says:—As regards the second crop, we consider it like the first, not up to the average. Some of the best Soong-Yongs and Young-low-toongs about compare with last year, but the rest of the teas we make inferior. The leaf appears older and not so likely to keep well as last year's. This notwithstanding, prices range about Tls. 2 to 3 higher. The difference is, however, modified to some extent by the low rate of exchange. Credits last year were 6s. 3d., while during the past week they have been settled at 6s. 0½d. At time of writing the market is firm. Teamen prefer shipping to Shanghai to making any concession here.

Kiukiang.—Black Teas: Nine chops equal to 1,043 chests had been settled on a basis of Tls. 24 to 32½ for Ningchows. Total arrivals 102,398 chests.

Shanghai.—Black: The business transacted during the fortnight had been on a moderate scale, more owing to the absence of suitable supplies than to the apathy of buyers. Fine Teas being reduced into a small compass had commanded considerable attention, and worse value by several taels a picul had been obtained in them than in the early settlements on this market. Tael prices for all other first crops, except common descriptions, showed a slight advance. Common Teas were rather easier, though still above London rates. Second crops had been dealt in to a moderate extent at Tls. 25 to 27, but business was not likely to become general unless prices decline. The quality of Teas to hand from Hankow districts was considered rather inferior to last year's crop, in all points except appearance. Settlements for the fortnight, 27,900 chests; Re-shipments, 2,500. Stock, 16,200 packages. Green: Pingsueys continued to meet with a moderate inquiry at about opening prices. Most of the purchases were destined for the London market, only a few chops having been taken for the United States. A few parcels of local-packed Teas were on the market, and one lot had found a buyer. Country Teas were expected down in about a fortnight. Settlements, 12,550 ½-chests. Reshipments, 910; Stock 21,200 half-chests.

Foochow.—A good business had been passing during the week, buying showing considerable activity. Congou: Settlements, 37,850 chests at Tls. 5¾ to 31. A good business reported in fair to good common kinds at about previous rates, whilefor flavoury to fine sorts, stocks of which had been greatly reduced, holders had been able to obtain full rates. Arrivals during the week, 17,650 chests. The following were the current quotations, duty paid, cost at which Teas laid down in London, calculated at exchange of 4s. 4d. and freight £3 10s. Dust and siftings, 7½d. to 8¼d.; Broken leaf to common, 8¼d. to 11¾d.; fair to good common, 1s. 0½d. to 1s. 1¾d.; flavoury to medium, 1s. 2¼d. t 1s. 4¼d.; tgood medium to fine, 1s. 5½d. to 1s. 7¾d.; fine to finest, 1s. 8d. to 2s. 2½d. Souchong: Settlements, 3,500 chests at Tls. 15 to 44,—prices being slightly in favour of buyers. Arrivals, 2,200 chests. Oolong: Settlements, 2,200 half-chests at Tls. 17 to 25, rates fully maintained. Arrivals, 4,000 half-chests. Scented Teas: Settlements, 14,000 boxes at Tls. 25 to 34 for Caper, and Tls. 17 to 34 for Orange Pekoe. Medium kinds showing rather better value. Arrivals, 16,000 boxes. Flowery Pekoe: Settlements, 280 chests at Tls. 42 to 51. Arrivals, 1,200 chests. The export to Great Britain, the Continent of Europe, and the Cape of Good Hope had reached 15,438,849 lbs., (exclusive of S.S Canton, 1,375,381 lbs., lost), against 11,682,922 lbs. To America, nil, against nil. To the Colonies, 4,090,311 lbs., against 3,653,379 lbs. (exclusive of cargo of R. J. Robertson.)

Amoy and Tamsui.—Amoy Oolongs: Arrivals since the 1st July had amounted to 33,289 half-chests, consisting mainly of the finer grades, and it is reported that about 17,000 half-chests would complete the first crop. The only transactions had been the settlement of 2,700 half-chests, said to be for England, at prices averaging about $8 over last year's opening rates. These prices were so far beyond the equivalent of those ruling in America that it seems certain that a considerable time must elapse before buying commences for that market. Amoy Congous: Had been further dealt in for Australia, settlement amounting to 4,159 half-chests, the bulk of which were low grade Teas. It was reported that total supplies to this kind would not exceed some 30,000 half-chests. Formosa Oolongs: The Tamsui market was very

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quiet, and since 24th June, only a few settlements had taken place. Teamen were still holding out for extreme rates, and until some concession was made, it was not likely that any settlements would be made. The total Export was 1,163,193 lbs. against 126,789 lbs. same time last year.

CANTON.—Messrs. Deacon and Co.'s report says a steady business has been passing during the fortnight, at prices which as a rule have been rather in favour of buyers.

SILK.

YOKOHAMA.—Arrivals of new Silk had amounted to about 200 bales. Prices were rapidly forced up to $500 (at exchange 4s. 3½d., equal to a cost of 19s. 5d.), when a pause took place, and late purchases had been, on inspection, reduced to $480 to 490 per picul (18s. 8d. to 19s.). Some few parcels showed an improvement in quality, but the bulk was very much cased, and rather foul. There had been some demand for special sizes of old Oshus. Settlements from 1st July to date 200 bales, against, 1873-4, 650 bales; 1872-3, 1,100 bales. Stock: 100 bales new, and 400 bales old.

SHANGHAI.—Before the close of the last English mail some settlements of chops were made which indicated a further slight advance in price: Tls. 377½, 357½, and 337½ for "Gold Lion," Nos. 1, 2, and 3; Tls. 3478 for "Chin-Jan," and Tls. 325 for "Red Peacocks" having been paid. These, on the resumption of business after the mail, encouraged the Chinese to ask fuller rates, but finding that their exorbitant demands restricted sales, they were compelled to give way, and at the same time the quotations for Sterling Exchange declining, buyers were induced to accept the trifling concessions offered, and the result had been a considerable business. Under the pressure of largely accumulating stocks, holders had been obliged to further give way in price, and at the close a decline of Tls. 5 to 10 was noticeable since the beginning of the fortnight. No sales of best chop Tsatlees had been made, but holders were firm at Tls. 410 for Classical No. 3. Settlements for the fortnight, Chinas, 50,500 bales. Total settlements since 1st June, 11,500, against 1873-74, 8,500 bales; 1872-73, 17,500 bales. Comparative unsold stock on this market on the 10th June, 1874, 12,000 bales; 1873, 8,000 bales; 1872, 8,000 bales.

CANTON.—Messrs. Deacon and Co. report as follows:—Last home dates by cable are to 11th July and quote No 4 Tsatlee 11s. 6d. per lb. while here $330 per picul or 12s. 4d. per lb. is asked for same classification. About 450 bales, previously contracted for at lower rates than those now ruling, have been supplied in the past ten days; but actual settlements during that period have been limited, and are put down at 160 bales, 80 of which were taken for last French mail steamer. Taking into account the amount of Silk in London unsold, and the ever downward tendency of that market, and inducement to operate at present rates is not apparent, but lower prices are looked for to obtain ere long, as stocks are considerable, and demand has in the meantime subsided. Loongkongs do not meet with attention, and 200 bales different qualities are said to be in stock. Long-reels have been in fair request for the Indian market, and 250 piculs are reported settled. Re-reels, as shown by the export table, have not been much wanted hitherto. About 200 boxes are in course of preparation under contract. Stock is estimated at 400 bales Tsatlee, 200 bales Loongkong, 100 bales Cumchuck, 50 bales Kowkong, and about 300 bales of inferior sorts. Waste: Settlements 200 bales.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.	4s. 2⅝d. to 4s. 3d.	4s. 3¼d.	4s. 3⅜d.
Shanghai "	5s. 10¼d.	5s. 1[illegible]d.	5s. 10¼d.
Canton " / Hong Kong " / Macao "	4s. 2¼d.	4s. 2⅜d.	4s. 2⅜d. to 4s. 2⅝d.
Singapore "	4s. 2d.	4s. 2¼d.	4s. 2⅜d.
Manila "	4s. 1d. to 4s. 1¾d.	4s. 1¾d. to 4s. 2d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 308	225
" Hong Kong	26¼ to 27⅛ dis.	—
Bar silver	Tls. 111.2 0	9 prem.
Mexican dollars	" 73.7.5	2 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 16 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 38 per cent. discount.
China Traders' Insurance Company, $700 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 19 per cent. premium.
Hong Kong Fire Insurance Company, $317½ prem.
Union Insurance Society (new shares) $60 premium.
China and Japan Marine Insurance Company, Tls. 92 per share.
China Fire Insurance Company, $29 premium.
Victoria Fire Insurance Company, $19 premium
Indo-Chinese Sugar Company, 9½ per cent. dis.
Shanghai Steam Navigation Company, Tls. 84 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9d¼., at Hong Kong 4s. 2¼d.

LATEST TELEGRAMS.

RUSSIA AND CHINA.

BERLIN, AUG. 28.—The Russian Government has determined to construct a military road from Semipalatinsk to the Chinese frontier. The Chinese troops threatening the new Russian province of Kuldja are stationed close to the Semipalatinsk frontier.

PURCHASE OF AN IRON-CLAD BY THE CHINESE GOVERNMENT.

COPENHAGEN, AUG. 30.—The Chinese Government has bought a Danish ironclad, the *Denmark*, which was built in 1863 by Messrs. Thompsons, of Glasgow.

THE WAR IN ATCHIN.

The Government has received advices from Atchin, dated the 17th inst., stating that the Poede Campong has been captured without loss. The Dutch have also obtained possession of a hill occupied by the Atchinese, and lost in the engagement three men killed and twenty-six wounded. Toekoenek is dead. The health of the troops is improving.

CAPTURE OF THE "SPARK."

HONG KONG, AUG. 24.—On the evening of the 22nd inst. some pirates embarked as passengers on board the steamer *Spark*. On the voyage from Canton to Macao they murdered the captain, mate, and purser, and dangerously wounded the only European passenger and most of the crew. The pirates remained in possession of the vessel for six hours, and then escaped in a junk. The Chinese engineers brought the steamer to Macao. Gun-boats have been sent in pursuit of the pirates.

MARKET REPORT.—CHINA.

HONG KONG, AUG. 27.—Grey Shirtings, 8¼lb., $2 45; 16-24 water-twist, $115; cotton, fair medium, Bengal, $13½. Tea, Canton, very little doing; Foochow quiet, slightly lower.

CARGOES OF TEA AFLOAT.

Woosung Dates.	Name.	From	Cargo. Lbs.
June 16	Cutty Sark	Hankow	1,270,651
" 30	Ada	"	988,129
July 12	Cathay (P. and O. str.)	Shanghai	1,500,000
" 17	Thermopylae	"	1,200,000
" 20	Glenlyon (str.)	"	2,000,000
" 25	James Sheperd	"	1,000,000
July 5	Orion (str.)	Foochow	2,600,000
" 22	Cheops (str.)	"	1,600,000
" 28	Ascalon str.	"	1,000,000
Aug 4	Montgomeryshire str.	"	—

CHINESE matters are attracting some interest and attention in England just now. The *Illustrated London News* and the *Graphic* are full of sketches of Formosan scenery and life; the *Saturday* has, in its issue of the 29th August, a telling and clever article upon the involved relations of China and Japan; and the last *Edinburgh Review* contains an article (from the pen of Sir R. Alcock, we believe) on "Japan as it Was and Is." The *Cornhill* has recently had some excellent papers on Chinese superstition and sages, by the Rev. F. S. Turner; the September *Macmillan* contains an article on the "Future of Eastern Asia;" and other papers on China and Japan, from the pens of Sir R. Alcock, Mr. Mitford, Mr. Bowra, and Professor Douglas, are announced in forthcoming periodicals, magazines, and reviews.

We understand that the Chinese Government have borrowed a million of taels from the Hong Kong and Shanghai Bank upon the security of the Customs' Revenue, and at the interest of 8 per cent.

THE HON. HENRY JOHN BALL, late Judge of the Court of Summary Jurisdiction in Hong Kong, died on the 20th inst., at Half-moon-street, Piccadilly, in the 55th year of his age. The late Mr. Ball was educated at the University of London, where he graduated B.A., and, it seems, took a similar degree at Oxford. From 1846 to 1853 he practised as a special pleader, and in June of the latter year he was called to the Bar at the Inner Temple, when he joined the Home Circuit. In 1855 he was appointed Attorney-General of British Honduras, and held that office till 1862, when he was nominated Judge of the Summary Jurisdiction Court at Hong Kong. He acted as Chief Justice at Hong Kong on two occasions, namely, from May, 1863, until October, 1864, and again from May, 1865, until November, 1866. While he acted as Chief Justice he sat as a member of the Legislative Council, and was appointed chairman of the Sanitary Commission in 1863. In 1864 he was nominated as one of the two commissioners for preparing a new edition of the Laws of Hong Kong, and became an unofficial member of the Legislative Council in 1866. In 1867 he acted as Colonial Secretary, and in 1868 as Attorney-General of the colony.

FLOATING DOCK FOR JAVA.—A barque-rigged vessel, named the *Sourabaya*, was towed down the Clyde on her way to Java on the 27th inst. The *Sourabaya* is a floating dock, intended for the repair of steam and sailing vessels trading between Sourabaya and the adjacent ports that have a difficulty in getting to ordinary docks to repair damages. The dock has been constructed in the form of one of the old frigate-built vessels, being fitted with a temporary bow, rudder, and deck, and rigged with three masts. She is 200 feet long, 25 feet broad, and 20 feet deep, and it is said will lift a vessel of nearly 2,000 tons burthen when dismantled and refitted in her original form. She was built by the Abercorn Shipbuilding Company, Paisley, at whose yard another vessel is being constructed.

WE have received from Messrs. F. R. Wetmore and Co., of Yokohama, a map of the city of Tokio. It is printed on the finest and strongest Japanese paper, and contains the names of the principal places of interest in the city. It is to be regretted that no London agent is appointed for the sale of these maps, as travellers would be glad to avail themselves of an opportunity to procure so useful a guide.

☞ *For Shipping, Shipping Postscript, and Births, Marriages, and Deaths, see pp.* 500-1.

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, AUGUST 31, 1874.

THE INDIA AND CHINA MAIL SERVICE.

In a late issue we noticed the new contract made with the P. and O. Company, which provides for an increase in the speed of the outward mails, and a very considerable tightening of the penalties to be enforced in the case of over time. Seeing that it is the company's interest in all cases not to incur penalties, we cannot understand why the Government have thought it wise or expedient to put such a pressure on the commanders of the company's steamers, while the Board of Trade are using their best endeavours to discourage anything like racing or risky navigation. If a mail steamer is lost in cutting off some corner in the Red Sea, then we hold that the Government will assuredly be *particeps criminis*. It would appear that the Directors had no alternative but to submit, after being kept in suspense nearly twelve months, waiting for the permission to pass through the Suez Canal with the Southampton portion of the mails. They not only had to submit to this but to a deduction in their contract subsidy of £30,000 per annum. On what grounds this deduction was exacted we are at a loss to see, as the company undertake to deliver the Southampton mails in the same time. But for the difficulties of petty opposition which usually surround these matters, we should be inclined to upbraid the Directors in not having made a better bargain. No doubt Government had their difficulties to contend with, but if they cannot maintain and uphold what is right and just who can? The contract was an existing one, not a new one, and to enforce a Chinese squeeze was not exactly dignified, and must incur the risk of reprisal when the company has a chance. We now turn from this part of the subject to the complaints made of an occasional break-down or late delivery, and here we find the antagonistic interests of India, China, and Australia, all of which the company has equally to care for, according to its contract with Government; not so with the merchants and others interested in the respective countries. China has complained for many years that the mail steamers do not come direct from Hong Kong to Suez; they anathematise the Indian service and passengers in no measured terms, and so it is with Indian people when the China mails are allowed to come on without the India mail, should that happen to be detained by a break down or other cause. The last case of this sort is set forth in the columns of the *Overland Mail*, which, to our surprise, uses the hackneyed expression of "monopoly." This is the cry of all the avowed opponents of the P. and O. Company; but it can hardly be excused in a journal which should be well informed on the subject, and at least admit that a contract made with a company on the best terms, after a public competition can hardly be called "monopoly." This style of handling the grievance indicates something else than a pure and simple advocacy of the public interests. To select one instance of an overdue mail and ignore all those delivered on or before their due date, is hardly consistent or fair in a journal like the *Overland Mail*, which, as we have indicated, cannot plead ignorance on the subject. Now as a matter of fact we find that out of thirty mails conveyed in this year to Bombay, twenty-six were delivered from one to three days before the due date, and the other four on the due date. The scheme of the Bombay Chamber of Commerce is simply impracticable, if not chimerical, for the scheme hinges on the further expedition of the continental mails, which is not to be obtained, and what is of more importance, the scheme, if carried out, would entirely upset the present arrangement of delivery of the mails on Monday morning, a boon which we may tell the Chamber would not be surrendered by London merchants on any consideration. When the present contract was made with the P. and O. Company all interests were represented, Mr. Crawford and others connected with India, China, and Australia made their respective views known, and all agreed and urged on the Government to establish the outward mails on Friday and inward on Monday. As we have already intimated, the P. and O. Company has to regard the interests of all, and so long as the present contract exists it is idle to talk about the Indian mail service suffering by its combination with China.

THE HONG KONG AND SHANGHAI BANK.

"No dividend for the past half-year, and $225,000 taken off the Reserve Fund." So runs the telegram received by the London Branch of the Hong Kong and Shanghai Bank on the 24th inst., and, as a natural consequence, the £28 shares, which once stood at £42, are now at £26 to £28, and unless some prompt action is taken by the directors we fear the downward course will not stop. There is a lurking suspicion in the minds of many shareholders and the public generally that all losses have not been provided for. The disastrous consequences of withholding anything at the present moment need hardly be pointed out. Nothing but a "clean breast" can meet or allay the anxiety now existing, and in the permanent interests of the Bank it is to be hoped that the directors will have the courage to perform this unpleasant duty. This being done, it is necessary to inquire how the present condition of "no profits but heavy losses" has been arrived at. With the splendid connection and position which the Bank has held, its enormous note circulation, and other collateral advantages, the present state of affairs, it would seem, must have been brought about by mismanagement and incompetency. A reorganisation of the staff of managers is imperatively necessary. There can be no confidence in those who have mismanaged the working of the Bank for the past eighteen months, and turned the profits — which for years yielded 12 per cent. to the shareholders — into losses so large as not only to preclude a dividend, but trenches on the "Reserve Fund." We cannot help expressing our opinion, that the chief cause of the disaster is a departure from the employment of the Bank's capital in local operations, and launching into speculative Exchange operations, which have ruined so many banks. Of all the banks in China none had so little need or right to err on this point as the Hong Kong and Shanghai Bank; but so it is, and most dearly has it paid the penalty. A prudent Bank manager will never attempt to force up exchange, much less to say so. A Bank which does not follow the current rates of the day, and be content with its margin will assuredly come to grief. Gambling in exchange will no more succeed in the long run in banking, than in any other concern. With an absolute pruning of all bad and doubtful accounts now on the books, prompt and judicious changes in the management, we are confident that the institution will speedily regain its former position and success.

Once more we have the melancholy intelligence of a steamer cut off in the Canton waters. Of course any application to the Chinese authorities on the subject, would simply meet with the reply, that if our steamboat owners will not take the necessary precautions to secure the Chinese passengers who travel in them, they must take the consequences. The steamer *Spark*, which fell a victim on this occasion, was put on the river by the late Captain J. B. Endicott, and was one of the first to run. We presume the calamity is owing to a relaxation of the rules and regulations adopted in 1856-7, when these things were of almost daily occurrence. Will this fresh example of the danger induce the owners to adopt precautions and maintain them?

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THE CHINA AND JAPAN MARITIME ORDER IN COUNCIL, 1874.

For many and various reasons, especially owing to the gross abuses of the British flag which so frequently occurred after the signature of the existing Treaties with China and Japan at a time when so many new ports were thrown open to trade, and owing also to the very great increase in the number of British vessels of all classes engaged in trading with and in these countries, it became abundantly manifest several years ago that some alterations must be made in the laws affecting our mercantile marine in that part of the world, two crying grievances and evils being, the impossibility of procuring for ships the proper certificates of British registry, and the laxity in the issue of sailing letters to lorchas, chartered junks, rafts, &c. Reforms in this direction have, however, proceeded but slowly; on more than one occasion circulars were addressed to Her Majesty's Consuls, inviting them to offer such suggestions for amendment as their practical experience had taught them would be useful. These circulars, we presume, were duly answered, and the answers were as duly pigeon-holed. In replying to one of these circular despatches, some six or seven years ago, the late Mr. Consul Markham, an officer of considerable experience in shipping matters both in China and in Siam, besides making other useful suggestions, pointed out, we believe—and others probably did the same,—the necessity of making Shanghai a port of registry for British ships. This, after a long delay, which is much to be regretted, is now an accomplished fact. Her Majesty the Queen, by virtue of the powers vested in her by certain Acts of Parliament and acting by and with the advice of her Privy Council, was pleased, on the 6th of August, to make an Order in Council, of which we have given above the short title, and the tenor of which we now proceed to lay before our readers as concisely as possible, merely premising that, taken as a whole, it is, in our opinion, a very useful measure indeed:—

The port of Shanghai is made a foreign port of registry.

The Registrar is to be a British subject, and will be appointed by Royal Warrant.

In certain emergencies Her Majesty's Minister in China may appoint a Deputy of the Registrar.

The Registrar will practically hold his appointment during good behaviour.

The Registrar shall have and use a seal bearing such device as shall be directed by one of Her Majesty's Secretaries of State; and every signature or seal affixed to any instrument shall be taken as genuine until the contrary is proved.

The Registrar of Shipping at the port of Shanghai shall have the same powers as any Registrar appointed under the Merchant Shipping Acts, and in addition such powers as are conferred by those Acts for the purposes of registration and measurement on any Officer of Customs, or of the Board of Trade.

A certificate of mortgage or sale granted by the Registrar at Shanghai may contain powers to be exercised at the other ports of China. We are at a loss to understand why this provision does not extend to the Japanese ports.

On the transfer of a ship from one British subject to another, under a certificate of sale, at any port in China or Japan (other than Shanghai), the Consular Officer of the port shall endorse an entry of the transfer on the certificates of registry and sale; and should the purchaser wish to register the ship at Shanghai, the Consular officer shall, if required, forward to the Registrar at Shanghai the bill of sale and the declaration of ownership, together with the abovenamed certificates, and a certificate of any survey that may be necessary for fresh registration; and upon receiving these documents the Registrar shall register the ship anew, and shall either retain the new certificate of registry, or forward it to the authority of such port as the purchaser shall require, and on proper request made it shall be forwarded to any other port to be handed to the master of the ship when the requirements of the Merchant Shipping Acts as to the marking of the ship shall have been complied with.

On the transfer of a foreign ship to a British subject, the process is to be the same as in the last-mentioned case. Nothing is said with regard to the transfer of a British ship to a foreigner, and although no provisions may be absolutely necessary for such a case, it would have been better had the course to be pursued been accurately defined. We remember an instance which occurred some eight or nine years ago, when a dismantled British steamer, with a Hong Kong certificate of registry, was sold to an American firm at a port in China, and the utmost difficulty was experienced in completing the transfer in due form.

Lorchas, and other Chinese and Japanese rigged ships, provided with sailing letters or similar documents, shall, after the commencement of this order, on their first arrival at any port in Japan, or at any port in China other than Shanghai where there is a Surveyor, be surveyed, and the Consular officer of the port shall transmit to the Registrar at Shanghai the sailing letters and certificates of survey; and a certificate of registry shall be issued and delivered in the manner before mentioned.

On any transfers, whether from one British subject to another, or from a foreigner to a British subject, or on the first arrival of a ship, provided with a sailing letter or similar document, at any port in Japan, or at any port in China, other than Shanghai, where there is a Surveyor, the Consular officer of the port shall grant to the master, upon his application, a pass containing the particulars required by Schedule A of this Order. In the China and Japan seas, as well as in Hong Kong waters, such pass shall possess the same force as a certificate of registry, until the expiration of four months, or until such earlier time as the new certificate of registry shall be delivered to the Master, or until notice of the cancellation of such pass has been given to the master by the Registrar at Shanghai. On the occurrence of any of these circumstances the pass shall become void, and shall be at once delivered up by the master to a Consular or other duly authorised officer, under a penalty not exceeding £50. We hope that this clause will be carried out with the utmost stringency, for it is this class of vessels which in past years has given so much trouble, and has brought so much disgrace upon the British flag.

Her Majesty's Minister in China shall be considered in all respects as occupying the place of the Board of Trade, and the Commissioners of Customs with regard to British vessels registered at Shanghai.

Her Majesty's Ministers in China and Japan shall, in these countries respectively, have full power to appoint fit and proper surveyors, who shall have the same powers as those appointed by the Board of Trade.

Under certain circumstances, Commissioners of Customs and Governors of British possessions may grant a pass to an unregistered vessel to admit of her proceeding from any port in Her Majesty's dominions to Shanghai, and such pass shall for the time and within the limits therein mentioned have the same effect as a certificate of registry. In the same manner, Her Majesty's Minister may grant a pass to an unregistered vessel to admit of her proceeding from Shanghai to any port in Her Majesty's dominions. We fail to see why this power is withheld from Her Majesty's Minister in Japan.

Lorchas and other Chinese and Japanese rigged ships, registered at Shanghai, so far as regards the employment of native sailors, are exempted from compliance with that part of the Merchant Shipping Acts which relates to the shipment and discharge of seaman. This is probably a wise exemption, but at the same time we think that the crews ought to be inspected by some official, either on the vessel's departure from or arrival at a port, to ensure them fair treatment, without their having the trouble and delay caused by formal petitions to a Consular officer, for any one who is acquainted with this class of vessels will know that their masters have not usually a very keen perception of abstract justice.

Her Majesty's Minister in China may, with the approval of one of Her Majesty's Secretaries of State, amend the instructions to Consuls which accompany this order, and issue others with reference to the performance of any act or thing relating to the registry of ships registered at Shanghai.

This order will commence and have effect as follows:—(1) As to the making of any warrant or appointment, immediately from and after the making of the order. (2) As to all other matters and provisions contained in it, immediately from and after the expiration of one month after this order is first exhibited in the public office of the Shanghai Consulate; and of the time of such first exhibition notice shall, as soon hereafter as possible, be published in every Consular district in China and Japan, in such manner as Her Majesty's Ministers there respectively direct.

A copy of this order shall be kept exhibited conspicuously in each Consulate in China and Japan. Printed copies shall be provided and sold at such reasonable price as Her Majesty's Minister in China directs.

The following are the fees to be taken under this order:—Certificate of registry, $15; inspection of registry book, $1; copy of ditto, recording bill of sale, or deed of mortgage, transfer or discharge of mortgage, provisional certificate of registry, and pass for ship, each $5; for every declaration under the Acts, certificate of sale or mortgage, endorsing ownership or certificate of registry, transfer of registry to another port, alteration in register of name, rig, or tonnage, each $2; change of master, seal, and signature to any document not mentioned herein, each $1.

For measurement of tonnage as under:—

For ships of	15,	and under	500	tons gross tonnage,	$15
„	500,	„	1,000	„	22.50
„	1,000,	„	2,000	„	27
„	2,000,	„	3,000	„	31.50
„	3,000,	„	4,000	„	36
„	4,000,	„	5,000	„	40.50
„	5,000 and upwards			„	45

For the inspection of the berthing or sleeping accommodation of the crew, each visit $4.50, but fees not to exceed $9, whatever the number of visits, and no fee is to be charged when inspection takes place at the same time as the measurement of tonnage.

For the inspection of light and fog signals:—

For each visit on application of owner, and for each visit made when lights or fittings are found defective, $4. 50, but fees not to exceed $9, whatever be the number of separate visits.

For the inspection of the marking of a ship, for each visit on application of owner, and for each visit made where the provisions of the Merchant Shipping Acts have not been complied with $2. 50, but fees not to exceed $5, whatever be the number of separate visits, and when the marking is inspected at the same time as the light and fog signals no separate fee is to be charged.

Some of the fees in this Schedule are, in our opinion, too low, especially in the last three instances; at the same time it is a great improvement to fix them in dollars instead of in sterling.

We believe that Mr. Tapp, who has been for several years in charge of the shipping department of the Shanghai Consulate, and who was sent home to aid the Board of Trade in drawing up these new regulations, will be appointed first Registrar under the provisions of this Order in Council.

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THE ATCHIN WAR.

The following is from an occasional correspondent of *The Times*, dated July :—

By favour of the military authorities in Batavia I obtained permission to accompany a steamer they had taken up to convey troops to the seat of war, and on the following morning, at daybreak, I was driving down to the port to take boat for the roads. Batavia is situated in a diluvial plain, the shores of which are so shallow that vessels must be about two miles or more off the actual business town, which is connected with the roads by a long canal, carrying the small river, which here debouches, about a mile further into the sea. Once on board, I catch sight of a couple of heavy breech-loaders and a quantity of cases marked "Cartridges," and I put my cigar aside rather hastily, as the captain warns me that certain oilcloth-covered boxes at present encumbering the gangway to my cabin contain gunpowder. An hour later the rickety little steamer which does the service between the Customhouse at the inland end of the canal pants alongside, towing a couple of barges containing the five hundred souls who are to form our live freight, and of whom about one-fifth are women and children. Half of the soldiers are Europeans, a great many being French or Germans, some having crosses won in the late war; the remainder are Amboynese, which race is considered to give the best fighting material hereabouts, and to be hardly inferior to the white troops. Having no intermediate port to call at, we took the quieter passage up the Malacca Straits. At dawn on our seventh day out I lay half awake in my berth, undecided whether to turn out at once or to try another nap, when my mind was suddenly made up for me by hearing the familiar voice of the captain shout "Djardeh!" (Malay for "Let go!"), and immediately there followed a splash and a sound like a gigantic clock running down. The engine stops its heaving throb, and I know that we have come to anchor. Half a minute later I am on deck, and find we are off the mouth of the Atchin river, about two miles from the shore. It is, however, late in the afternoon before we receive our orders, which are to proceed to the extreme west of the Dutch line of coast and land our troops there; but it is too late for any such action that day, so we roll about where we are all night and shift our anchorage the first thing next morning, lying about a mile off shore in six fathoms, a little short of the mouth of the small stream called the Tjankoul.

At this early date I noticed what further observation unfortunately seemed to confirm—namely, a total want of organisation on the part of the Dutch, and an absence of prevision which surprised me in this commercial race.

The Dutch occupy a triangle of territory having for its base about four miles of coast line between the *embouchures* of the Atchin and Tjankoul rivers; the right bank of the Atchin river is their eastern boundary, the western being formed by the right bank of the Tjankoul and a line of jungle; these last two sides, each about three miles long, culminate southward in the Kraton. Immediately within the sea bank is a considerable extent of untenantable marshland, narrowing towards the west into a small lagoon seventy or eighty yards wide, and shallow except for a few yards in the centre; this communicates with the Tjankoul river, at the mouth of which, on the left, bank at some half a mile distance, is Fort Lamti, occupied by the Atchinese. Here they have some pieces of artillery which blockade the mouth of the river and also prevent the Dutch from advance in this direction. On the south side of the lagoon, at its angle with the river, was the fortified campong, Ouleli, which the Dutch now occupy with about 120 men, and whence they exchange shots with Tookoo Nanta, the hostile Rajah at Lamti. From Ouleli they have made a good ten feet roadway to the Kraton, and this is protected by the intervening forts of Blangkawaai and Mardowattie on the east; and a small fort, Kotta Lunga (Kotta is Malay for a fortified town or village), has lately been occupied by thirty men on the west side to check the advancing Atchinese, who were building forts in that direction. On the eastern side of the triangle the Dutch have a small fort at the mouth of the Atchin river, protecting the entrance, but owing to the shallow water and a troublesome bar this river is of little or no use as a means of communication with the roads in this monsoon. A mile up stream, on the right bank, is the Marina Banteng (Banteng means simply a fort), half a mile further a small fort, only very recently occupied, called Lampouh, and but a few hundred yards further on the more important post of Penajung.

Of the Kraton the correspondent writes :—I think there is a general idea, from this place being spoken of as "the" Kraton, that it is the only place of that title, and it may, perhaps, not be superfluous to explain that the word signifies a fortified palace, and implies the large enclosed space which surrounds a palace, and contains probably from 2,000 to 10,000 inhabitants dwelling within its walls, but without the inner enclosure which walls off the absolute regal household; and the name is applied not alone here, but to all similar buildings throughout Sumatra, Java, and the neighbouring islands.

Alluding to the occasional skirmishes which occur, he says :—On the 28th of June the Dutch made another sortie, with about 400 men, against some forts which had been constructed by the Atchinese in a line between Pedir Point and Penajong. The attack was begun by the artillery, and within a short time all reply from the fort was silenced, and it was assumed that the enemy had vacated the position, and the Dutch therefore advanced, but of course observing proper caution, to the storm. On forcing the gate, the first man to enter, a sergeant, immediately fell, cut to pieces; the second man, one of the captains, received five severe klaywang wounds, and it then appeared that the Atchinese were "playing 'possum," and quietly awaiting under cover of their earthworks the hand-to-hand combat which they well know to be less to their disadvantage. After considerable and severe fighting the fort remained in the hands of the assailants, with a loss of thirty-seven wounded, and the capture of seven prisoners.

The conduct of the war is far too slow and petty, and the soldiers who are not quite of the European standard are rendered listless by want of occupation and active fighting. To insure progress blow should follow blow, and any success be followed by a further attack while the enemy is still disorganised, instead of which intervals of one and even two weeks are allowed between the Dutch movements against the foe. On the other side, it is set forth that Holland has not the command of sufficient strength for such a policy, and in that case it would seem to me that it were much better to abstain totally from fighting until such time as they can accumulate the needful force, and then throw it against the Atchinese with energy. In the meantime, fresh men are being sent up at the rate of 1,000 to 1,5000 a month, and it seems to be overlooked that while a small portion of these are used in tinkering at the present style of fighting there is a far more considerable number sent every week into hospital who might, if they must be lost to active service, be much more advantageously lost in the field. I cannot but think if the men were better lodged and better fed, much of the sickness might be avoided, and quicker action might, I believe, reduce it also from primary causes, and it certainly would operate favourably in shortening the term during which the men have to be exposed to the climate.

Literature.

We are glad to hear that the Rev. Wm. Scarborough, of Hankow, is now engaged in the compilation of a work on Chinese proverbs, containing some 3,000 examples. It is printing at Shanghai, and will probably be ready at the end of the year.

Two important works bearing on Chinese literature, viz., *A Handbook of Biographical, Historical, Mythological, and General Literary Reference*, by W. F. Mayers, Chinese Secretary to H.B.M.'s Legation at Peking, and *A Chinese Dictionary*, by S. Wells Williams, will shortly be published by Messrs. Trübner and Co. The object of Mr. Mayers's work is to elucidate the personal and historical allusions frequently met with in Chinese literature.

The *Athenæum* notices the paper read by Dr. Bushell on the Confucian Temple at Peking, which has been published in pamphlet form by Harrison and Sons, London.

Shipping Intelligence.

ARRIVALS.

At Shanghai.—From London, July 8, Glenvoy (str.); from Liverpool, 8, Ajax (str.); from Hamburg, 5, Olympia (str.).

At Hong Kong and Canton.—From London, July 15, Glamis Castle (str.); from Liverpool, 4, Warrior; from Cardiff, 4, Juan F. Pearson; Aug. 11, Atalantic.

At Singapore.—From London, July 13, Eurus (str.); 23, Glengyle (str.); from Liverpool, 22, Patroclus (str.); 24, Belle of Southesk; from Newcastle, 11, Meteor; from Sunderland, 12, William and Anna; Malvern; from Cardiff, 13, Ida; 23, W. H. M.; from Leith, 15, Mactan; from Shields, 18, Southport; from Newcastle, 21, Queen of the Age; from London,&c., Aug. 24, Somerset (str.); 27, Diomed (str.), Atalanta (str.), Sir Jamsetjee Family, Alblasserdam.

At Penang.—From London, Muriel (str.), Paris (str.) from Hamburg, Atalanta; from Liverpool, July 19, Patroclus (str.); from Glasgow, 22, Eastern Isles (str.).

At Batavia.—From Texel, July 10, Billiton; 16, Electra, Nicolaas Witsen; from Brouwershaven, 17, Nederland.

DEPARTURES.

From Yokohama.—For London, July 8, Chusan (str.).

From Shanghai.—For London, July 8, Menelaus (str.); 9, Lammermuir.

From Foochow.—For London, July 3, Sarpedon (str.); 7, * Canton (str.).

From Hong Kong and Canton.—For London, July 6, Sarpedon (str.); for Southampton, 4, Venetia (str.); for New York, 14, Kate Carnie.

From Singapore.—For London, July 11, Venetia (str.); 14, Sarpedon (str.); 20, John George; 21, Luzon (via Penang); for Liverpool, 23, Howden; for Marseilles, 21, Italia; for New York, 19, John Worcester.

From Penang.—For London, July 16, Sarpedon (str.); 22, Hypatia.

From Batavia.—For Holland, July 6, Harrington; 9, Holland; 15, Warrior; for United States, County of Ayr; 12, Cromwell.

* Lost on the Min reef the same day.

VESSELS LOADING.

At Hiogo.—For New York, Duna.

At Shanghai.—For London, Ajax (str.), Glenlyon (str.), Thermopylæ, James Sheppard, Sir Launcelot.

At Foochow.—For London, Cheops (str.), Montgomeryshire (str.); 29, Orion (str.), Egeria (str.).

At Hong Kong and Canton.—For London, Faith, Golden Spur.

At Singapore.—For London, Eurus, Sea Star, Meteor, Southport; for New York, Olivia Davis; for Boston, Crest of the Wave.

At Penang.—For London, Elly.

FREIGHTS AND CHARTERS.

At Hiogo.—To New York, per steamer, £6 per ton.

At Shanghai.—To London, £2 10s. to £3 per ton of 50ft., and £4 perr 40ft. steamers.

At Foochow.—The rate for London, by steamer, is £3 10s. per 40 cubic feet, and for sailing vessels, £3 10s. per ton of 50ft.

At Hong Kong and Canton.—For London, £3 10s. for steamers and sailing vessels.

At Singapore.—Rates to London are £2 10s. dead weight, £3 5s. to

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£3 7s. 6d. for light freight. To New York, the Olivia Davis loads tin at £2, pepper and measurement £3.

At PENANG.—To London, £3 to £3 2s. 6d. dead weight.

CASUALTIES.

HONG KONG.—The *Titania*, from Sydney, for Hong Kong with coal, was dismasted on the 5th of August in lat. 17 N., long. 133 E.; rigged up jury masts and arrived off Hong Kong; she was towed into port with hull slightly damaged.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
July 2	Lothair	London	Shanghai
„ —	Taitsing	Do.	Hong Kong
„ —	Petronella (Dutch)	Saigon	Falmouth
„ 3	Charmer (Amer.)	Liverpool	Hong Kong
„ —	Osaka	Hong Kong	London
„ —	Fiery Cross	Do.	New York
„ —	Cathaya	Liverpool	Yokohama
„ —	Leucadia	London	Shanghai
„ 6	Channel Queen	Ho Ho	New York
„ —	Wakefield (Amer.)	Manila	Do.
„ 8	Empress	Singapore	London
„ 9	Min	Do.	New York
„ —	County of Ayr	Batavia	Do.

TRIAL TRIP OF THE "LY-EE-MOON."

On the 29th inst. the *Ly-ee-Moon*, with a number of visitors more or less interested in China and Japan, proceeded from Blackwall to the Maplin Sands on her trial trip. The dimensions and capabilities of the vessel are:—Length, 272 ft.; breadth, 27ft. 6in.; depth of hold, 18ft.; draft, when loaded, 13ft. 6in.; displacement at that draft, 1,540 tons. There is also accommodation for 36 first, 24 second, and 40 third-class passengers, besides 300 below, and stowage for 1,350 tons. The cabins, &c., are all built on the main deck, forming a flush upper deck, which makes a splendid promenade of more than two-thirds the length of the vessel. The engines are by the Ouseburn Engine Works Company, Newcastle-upon-Tyne. The maximum horse power developed was 385 in the high pressure, and 428 in the low pressure engines, making a total of 803 indicated horse power. At four turns of the running wheel the high pressure indicated 250, and the low pressure 258, total 508; the boilers are constructed to work 70lbs. to the square inch. One feature in regard to this engineering firm is that all their work is turned out on the co-operative principle, and, according to the remarks of the manager of the works on the subject, the plan works admirably for all concerned. Several trials were made at the measured mile, and the maximum rate of speed attained was 13½ knots, with a proportionate consumption of 9½ tons coal per twenty-four hours; this result was considered highly satisfactory. Had the vessel been deeper, and the screw more immersed, a better result would have been obtained. It was a general remark how easily and smoothly the engines worked, the vibration being almost imperceptible on any part of the ship. Over forty guests sat down to an excellent luncheon in the chief saloon, after which the customary toasts were proposed and responded to in the usual manner. About nine o'clock the vessel came to an anchor off Gravesend, where the company separated.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

CAMERON—On the 24th Aug., at Little Buckland Cottage, near Lymington, the wife of Ewen Hay Cameron, of Ceylon, of a daughter.

JONES—On the 15th July, at Runnymede House, Penang, the wife of Philip Jones, of a son.

KIRCHHOFF—On the 5th July, at Shanghai, Mrs. Kirchhoff, of a daughter.

KRUGER—On the 2nd July, at Swatow, the wife of Cæsar Kruger, of a daughter.

MORRIS—On the 27th June, at Foochow, Mrs. B. J. Morris, of a daughter.

MOULE—On the 8th July, at Ningpo, the wife of the Rev. A. E. Moule, of a son.

RENNIE—On the 28th Aug., at Coombe Wood, Surrey, the wife of W. U. Rennie, C.M.G., Lieutenant-Governor of St. Vincent, of a daughter.

THOMAS—On the 24th Aug., at Holmwood, Caterham, the wife of Thomas Thomas, of Japan, of a son.

WATSON—On the 17th July, at Yokohama, Mrs. E. B. Watson, of a daughter.

MARRIAGES.

BOLTON—WARRICK.—On the 26th Aug., at Claremont Park, Leith, by the Rev. John Kelman, the Rev. Wm. Bolton, M.A., Leeds, to Ellen, eldest daughter of Wm. Warrick, merchant, Leith.

HALL—MOORE.—On the 29th Aug., at Bethesda Chapel, Hanley, by the Rev. J. C. Watts, the Rev. William Nelthorpe Hall, of Tientsin, China, to Susan, daughter of the late William Moore, of Cauldon-place, Shelton, Staffordshire.

PAYNE—WEBSTER.—On the 16th July, at the British Legation, Yokohama, by the Rev. Wm. Ball Wright, in the presence of Sir Harry Parkes, K.C.B., Herbert William Glendining Payne, only son of the late Capt. William Payne, R.N., to Elizabeth Amy Cathcart, daughter of Francis Webster, Writer to the Signet, Edinburgh.

THOMSEN—GOTTLIEB.—On the 18th July, at St. George's Church, Penang, by the Rev. Julian Moreton, Nicholai Thomsen, of Enterprise Estate, Deli, to Andrea Gottlieb.

THORBURN—MARLER.—On the 27th Aug., at St. John the Baptist, Highgate-road, N.W., Richard, eldest son of R. Thorburn, Librarian of the Admiralty, Whitehall, to Florence Amy, second daughter of Henry W. Marler, Brecknock-road.

WEYMOUTH—LIDDELOW.—On the 15th July, at St. Andrew's Cathedral, Singapore, by the Rev. Canon Hose, William M. Weymouth, late of Brooklyn, New York, to Harriet Marie, daughter of the late Robert Liddelow, Manor Farm, West Dereham, Norfolk.

DEATHS.

BALL—On the 20th Aug., in Half Moon-street, Piccadilly, in the 55th year of his age, Henry John Ball, late Judge of the Court of Summary Jurisdiction, Hong Kong, and sometime Her Majesty's Attorney-General for British Honduras.

GREIG—On the 20th April last, fell overboard, on his voyage from Sydney to Shanghai, Arthur Davidson, fifth son of the late John Greig, LL.D., of Walthamstow House, Essex, in his 25th year.

LEONARD—On the 26th Aug., at Edinburgh, James Keith Leonard, late of Shanghai, China, aged 38 years.

MEDHURST—On the 23rd Aug., at Teignmouth, South Devon, Mrs. Elizabeth Medhurst, widow of the Rev. Dr. Medhurst, of Shanghai, aged 89 years.

PERRY—On the 24th Aug., in Venice, Sir William Perry, for many years H.M.'s Consul-General.

PLUMER—On the 27th Aug., at Talbot-square, Hyde Park, Ann, widow of Mr. T. H. Plumer, late of Canons Park, Middlesex, aged 79.

RUTTER—On the 25th Aug., at Ravensbury, Mitcham, Surrey, Alice Elizabeth, relict of the late John Rutter, aged 75 years.

WHITE—On the 8th July, at Yokohama, Thomas White, aged 33 years, a citizen of the United States.

SHIPPING POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—Aug. 25, at Bremerhaven, from Bassein, Eurydice; 12, at Boston, from Sourabaya, Ernest; 29, at Falmouth, from Rangoon, Maasnymph; off the Lizard, from China, Kingsbridge; 27, at Liverpool, from Rangoon, Maori; 28, at Falmouth, from Rangoon, Cyrene; at Liverpool, from Rangoon, New Era; 25, at Hamburg, from Rangoon, Dorothea; July 13, at Callao, from Hong Kong, Florencia (str.); Aug. 29, at London, from Rangoon, Societa; from Akyab, Profita; 27, at Greenock, from Java, Honigby; 29, at London, from Rangoon, Americiana; off Prawle Point, from Batavia, for Rotterdam, T. G. H. V. (Labrador); at Falmouth, from Osaka, Fiery Cross; off the Lizard, from Rangoon, Constantine, China; J. B. D. H., at Liverpool, from Rangoon, St. Bernard; at Queenstown, from Akyab, Lady Octavia; from Bassein, Breadalbane; 29, at London, from Akyab, Consiglio; at Liverpool, from Manila, Irurac Bat (str.); at Queenstown, from Rangoon, Peruvian Congress.

DEPARTURES.—Aug. 27, from London, for Penang, Ben Nevis; for Singapore, China, &c., Braemar Castle (str.); for Hong Kong, Tamesa; 26, from Shields, for Batavia, Agnes; 28, from London, for Colombo, Seawfell; 29, for Java (via Flushing), Tromp (str.); from Greenock, for Java, Sourabaya; 28, from Swansea, for Hong Kong, Sarah Nicholson; from Newcastle, for Singapore, Douglas Castle; July 30, from Rio Janeiro, for Batavia, Jeannie S. Barker.

STEAMERS PASSED THE SUEZ CANAL.—Aug. 30, Cawdor Castle, from London, for Singapore, China &c., Conrad; from Batavia, for Nieuwe Diep.

MISCELLANEOUS.—Advices from Bahia Aug. 7, state that the Solent, Meldrum, from London to Singapore, which put in there 13th July, leaky, is discharging.—Lisbon, 22nd Aug.—The discharge of the Gordon Castle continues, but goes on slowly, because the forebulkhead has to be shored off as the tea is removed from behind it; the forebulkhead shows signs of the enormous pressure upon it from the water in the fore compartment, consequently every precaution is necessary to avoid accident.—Greenock, 28th Aug.—The Sourabaya (barq.), hence to Java has put back with steering gear defective.

CASUALTIES.—A telegram from Japan announces the loss of the Pingon steamer, a local trader, but partly insured in London. Sourabaya, Aug. 29. The Albion (Brit. ship), from Java to the Channel with about 840 tons of sugar on board, has been burnt at Probolingo, and is a total loss.

SPOKEN.—Horatia Sprague, Hong Kong to San Francisco, off Bonin Island; H. P. B. P. (Fr. barq.), Bordeaux, to Batavia, June 5, 7 N., 30 W.

Naval and Military.

The Department of the Accountant General of the Navy has given notice that preparations are now being made for the distribution of the amount awarded for salvage services rendered to the British barque Foo-chow-foo on the 1st and 2nd August, 1873, by Her Majesty's ship Hornet; and for the distribution of the tonnage bounty awarded for the slave dhow Kasoomba, captured on May 26, 1873, by Her Majesty's ship Daphne. The date proposed for the commencement of the distribution, and the amount of an individual's share in the respective classes will shortly be made known.

A large furnace has been built in the Royal Laboratory at Woolwich for the special purpose of burning down the old metal cartridge cases returned to Woolwich from various stations at home and abroad, after being expended at target practice. Something like ten tons of metal has been already recovered in this way, but the brass is considerably alloyed with the iron which forms the base of the cartridges, and its value is thereby deteriorated to some extent. Cartridge cases are now generally made wholly of brass, and the residuum will consequently be of more value.

Lieut.-Colonel J. W. Graves, who served with the 18th regiment in China from 1840 to 1847, and has latterly been staff officer of pensioners at Cork, has accepted retirement pay.

Major J. Garnier, of the Royal Engineers, has been ordered to hold himself in readiness to embark for service at Hong Kong.

The "Chinese Dragon," earned by the 98th Regiment during the first China war, has been approved as the regimental badge.

Assistant-commissary A. J. Hutton, of the Control Department, has been detached from the Straits Settlements.

Miscellaneous.

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THE JAPANESE RAID ON FORMOSA.

The *Daily Telegraph* says that it is not wonderful that the prospect of a conflict between China and Japan should have excited apprehen-

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sions, however vague, among not only the commercial class, but the politicians. It can easily understand that the trading community should be interested in the preservation of quiet, yet it would be absurd to suppose that either the Government of Peking or that of Yedo will stifle their ambition, or square their policy, whether it be offensive or defensive, by the wants and wishes of the European Powers. Asiatic rulers follow their own bent, just as if they controlled military monarchies or democratic republics framed after the most approved fashion. For many years both China and Japan, stimulated by contact with Europe and America, have shown a marked disposition to augment the physical force at their disposal, and supply it with the best attainable armaments. In addition, the persistent activity in Chinese arsenals and building yards has been duly noted by the observant foreigner, who, after his wont, has not failed to record the launching of war ships, and the accumulation of military means in all the depôts. Humiliated by internal, and beaten by external foes, the Empire naturally desires to develop its power, and possess, ashore and afloat, at least, a respectable force. Foreign residents, mainly devoted to trade, have neither been slow to note these changes, nor exempt from solicitude on their account. They see in them a wish to escape from European and American influences, and are not without fears lest China should attempt to return to her old but impossible policy of exclusiveness. Russia may not be indisposed to foment a conflict directly tending towards a diversion of Chinese attention from the countries forming her new frontier, but no other Power can desire to see Japan and China wasting their resources in naval and military operations so likely, among other consequences, to revive the stricken fortunes of piracy on the highways of Eastern trade. The threatened calamity may be averted by diplomacy; yet the incident will serve to impress on the world the fact that both China and Japan are developing maritime and territorial forces certain to become important elements weighing heavily upon the future political condition of Asia between the Pamir Steppe and the Pacific Ocean.

The prospect of a war between China and Japan has, the London correspondent of the *Manchester Guardian* states, made itself felt in one important branch of European commerce—that which deals with munitions of war. For some weeks past Chinese agents have been purchasing Krupp guns in Germany and gunpowder, mostly in England, to the value of £10,000. Persons interested in the trade of the Far East, or who have lived in China and Japan, regard the prospects of war between those two countries with some alarm. They consider that the consequences would be very disastrous to all foreign interests if China should prove the victor; and, as a result of that contingency, they anticipate the ejectment of the foreign residents in the Chinese Empire. According to the best information which reaches us, the Japanese appear to be in the right; for when they complained some time ago in Peking of what had occurred in Formosa, the Chinese Government disavowed all responsibility and authority in the island; and it is only now, *post factum*, that they are trying to assert a sovereignty that had certainly not been admitted a year ago by the Chinese Government.

THE PEKING HOSPITAL.

The Rev. Joseph Edkins contributes to the *Academy* a notice of the report of the Peking Hospital, by Dr. Dudgeon, and adds an interesting account of the introduction of foreign medicines and vaccination by Sir George Staunton at Canton. Doctoring, says the writer, is a very favourite occupation of the literati of that country. A man needs no certificate to practise. He depends for reputation on the cures he performs, and his introduction to the profession is accomplished by his learning its duties from some physician who communicates to him his experience.

The two fundamental medical books are very old, and belong to the Confucian epoch as that of the Early Han. The doctrines of alchemy, which budded and blossomed in the Later Han age, or about A.D. 200, do not appear in these works. The combination of Tauist doctrine with the healing art by the alchemists of the Han dynasty and the time following it, marks a new period in the history of Chinese medicine. Before this time the forest hermit, gathering herbs in the mountains, became by successful cures a noted physician. Here was the first connection between the Tauist religion and the history of Chinese healing. The notion of a vegitable elixir, that is, of the herb of immortality, dates from the time of the simple followers of *Lautsze*, or of the hermits who preceded him, and whom he admired. The seekers of the elixir were in high favour with *Tsin she hwang*, the book burner. Among the books exempted from destruction those treating on medicine were included. *Soo wen* and *Ling k'éu*, the two works above referred to, may have very well escaped from the memorable burning which raged most fiercely against the writings of Confucius and other political and moral writers. The invention of alchemy was productive of more injury than benefit to medicine, and has not in China been succeeded as in Europe by a scientific age of enlightened enquiry. Alchemy of course fell into disuse because it failed. Two emperors are said to have died after partaking of the philosopher's stone. Repeated want of success tired out the operators and rendered popular faith in it impossible. Yet the names and hypotheses remained to cumber medical literature and obscure the intelligence of the physician.

At least a thousand years before the Christian era a doctrine of five elements existed among the wise men of China. It is found in the Book of History which dates from that time. This doctrine has beclouded the minds of the physicians of that country down to the present day. The five elements are in their view the five activities which operate on each other in the form of metals, wood, water, fire, earth. Under the influence of this theory the ancient chemists while preparing medicines accounted in a ready-to-hand way for the phenomena they witnessed. Metals melting under the action of fire showed that the element fire conquers the element metal. But water extinguishes fire. The element water, therefore, which manifestly is the victor over fire, may be applied by those who know how to subdue all evils attendant on fire. In this way they arranged a circle of interacting influences, and thought that in so doing they had arrived at the inner secrets of nature. The human body they represented as under the dominion of the five elements, and the efficacy of all drugs is nothing but an exemplification in each case of the elemental action. Fever, for instance, is the domination of the element of fire, and must be expelled by a judicious application of the element of water.

From the elemental theory and from alchemy springs the whole nomenclature of medicine, the idea of the microcosm being added, according to which everything in heaven and earth finds its analogue in the human body. From this way of looking at things Chinese medicine has never yet set itself free. The foreign physician resident in China finds, therefore, the native mind in regard to medicine besotted with prejudice and error.

Of vaccination the writer says:—In the country private vaccinators go where they please, and in some districts they charge very high fees for the privilege of vaccination. No law or usage interferes with them, and if they demand twice as much for operating on a boy as on a girl public opinion is in no way outraged. It is the habit of the people to value boys more than girls, and the vaccinator takes advantage of this.

The Pacific Mail Company and the Tea Trade.—A San Francisco paper says:—We published a circular from a prominent firm in the Tea trade at San Francisco, reflecting on the action of the Pacific Mail Company for an alleged discrimination against the Tea importers of that City, in bringing freight from Japan. It appears that the same communication was sent to other New York journals, and one of them, an obscure weekly, accompanied the statement in its columns with an emphatic denial of the allegation from the Managing Director of the Mail Company, who, as alleged, pronounced the charges contained in the circular false. About the same time the *Journal of Commerce* of this city, in its money column, made reference to the matter, and stated substantially that, having consulted the Managing Director of the Company, he had acknowledged that the charge of discrimination was true, and attempted to justify it on business principles, to all of which the *Journal* very properly, as we think, took issue. But having seen the denial of the Managing Director in the obscure weekly, the author of the circular has taken the trouble to substantiate his original charge by an abundance of documentary evidence which he sends us, in the shape of copies of letters from his correspondents in Japan, and also one from the San Francisco agents of the Mail Company, the latter offering an apology for what they call "a serious dereliction, and of a nature well calculated to militate against the prosperity of the Company," adding that they have presented the case to the Yokohama agency. As the matter now stands, we do not deem it necessary to publish these letters. We may add, however, that the gentleman who brings these charges against the Mail Company is known by the writer of this to be one of the most upright and honourable merchants in San Francisco.

On the 1st September next, and thenceforward, the postage on a newspaper not exceeding four ounces in weight, addressed to any of the following places, and intended for transmission by the mail *viâ* Southampton, will be reduced from 2d. to 1d., viz.:—To the East Indies, Hong Kong, or any other part of China, Japan, Ceylon, Straits Settlements, or Labuan; a further rate of 1d. being chargeable for every additional four ounces or fraction of four ounces. The above postage must in all cases be paid in advance, or the newspapers cannot be forwarded.

Mr. J. S. Dismorr, of the Royal Netherlands Steam Navigation Company, states that advices have just reached him announcing the assassination by a native of his correspondent in Japan, Mr. L. Haber. Mr. Haber was of German nationality, and had recently been acting as Consul for the German Empire at Hakodade.

Monetary and Commercial.

The acceptances of Paul S. Forbes (who has been of late years in London and Paris) for £40,000 have been protested, and judgment given on them. Mr. Forbes was, up to June last, a partner in Messrs. Russell and Co.'s, of China, but these acceptances were given by Mr. Forbes in his own name, on behalf of a steam line from San Francisco to Australia, in which he took a prominent part. Of course the company has gone to smash, and the unfortunate passengers who paid their passage-money have been victimised. It is to be regretted that a merchant of Mr. Forbes's position and standing should be mixed up with so miserable a business. It is another instance of the danger of allowing a partner to remain in a firm who does not confine his operations to business connected with the firm. To have a partner or partners roving about Europe entering into all kinds of speculation is an element of danger which firms like Messrs. Russell and Co. should not incur. On the first rumour of the affair in London it was stated that the disaster would affect his firm, but inquiries at Messrs. Baring Brothers dispelled any fears on this head, and we are glad to find that Messrs. Russell and Co. will not be in any way affected by it. Mr. Forbes is at present believed to be in America, but, we understand, his address is not known, and that he has other large liabilities, both here and there.

Advices from Shanghai report that the affairs of Messrs. Coutts and Co., whose suspension we noticed last month, have been placed in bankruptcy, and that an investigation into some discreditable transactions will be made by the trustees.

An official return has just been made by the Egyptian Custom House of the foreign trade in Egypt in 1873, from which it appears that the volume of trade remains about the level of the last

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few years, notwithstanding a reduction in price of some important articles. The total value of the exports amounted to £13,673,000, and of the imports to £6,463,000, the greater part of the trade in both cases being with the United Kingdom, to which the exports were £9,673,000, while the imports therefrom were £3,127,000. The principal export was cotton, of which the total value sent out was £10,071,000, the amount to England alone being £7,578,000.

At a meeting on the 25th inst. of the creditors of Messrs. Grant, Brodie, and Co., of East Indian Avenue, commission merchants, who failed on the 16th ult., the statement of affairs showed the liabilities secured and unsecured to amount to £634,000 and the assets, including securities in the hands of creditors, to £330,816. A resolution for liquidation by arrangement was passed, and Mr. John Weise, of the firm of Turquand, Youngs, and Co., was elected trustee, with a committee of inspection formed of five of the principal creditors. Messrs. Phelps and Sidgwick were appointed solicitors to the estate.

Advices by telegram state that the report of the directors of the Hong Kong and Shanghai Bank announces that, owing to losses incurred, no dividend would be paid for the half-year ending June, and $225,000 had been written off the reserve fund, leaving $775,000.

There has been a good enquiry for Bar Silver during the week, and the price has been well maintained at 58d. per oz. standard. The arrivals have been limited—about £20,000 from the United States, and £64,000 from the Pacific. The demand for Mexican Dollars has been rather active, and 56½d. per oz. was obtained for a limited amount from New Orleans. This is a rise in price of about ¼d. per oz.

The bullion per P. and O. steamer *Khiva*, from Southampton Aug. 27, was in silver to Hong Kong, £23,646.

BANK AND MISCELLANEOUS SHARES.

Shares.	———	Paid.	Closing Prices.
	JOINT-STOCK BANKS.		
£10	Agra...	All	8½ to 9
25	Bank of Egypt	All	45 to 47
20	Chartered of India, Aust., and China	All	14½ to 15½
25	Chartered Merc. of India and China ...	All	24 to 25
20	City	10	13½ to 14½
100	Colonial	30	58 to 60
500fr.	Comptoir D'Escompte de Paris	All	550 fr.
Th.200	Deutsche	All	Th.180
£28½	Hong Kong and Shanghai	All	26 to 28
—	International Bank of Hamburg ...	—	— —
50	Imperial	15	17 to 18
50	London and County	20	60½ to 61½
50	London Joint-Stock	15	49½ to 50½
100	London and Westminster	20	73½ to 74½
25	Oriental	All	46 to 47
50	Union of London	15	45 to 46
	TELEGRAPH COMPANIES.		
10	Eastern Extension Australia and China	All	7⅞ to 8
10	Eastern Telegraph	All	7⅞ to 8⅛
10	Great Northern	All	11 to 11½
25	Indo-European	All	16 to 16½
10	Mediterranean Extension	All	4 to 4½
12	Telegraph Construction Company ...	All	28 to 28½
20	India-rub., Gutta-perc., & Teleg. Works	All	20 to 22
8	Reuter's	All	10½ to 11
	INSURANCE COMPANIES.		
20	British and Foreign Marine	4	
50	Commercial Union	5	4½ to 4⅞
20	Globe Marine	4	1½ to 0⅛ dis.
50	Home and Colonial Marine	5	2½ to 2 dis.
10	Imperial Marine	3	
20	London and Provincial Marine... ...	2	1⅞ to 1⅞ pm.
10	Merchants' Marine	2	1¼ to 1 dis.
50	North British and Mercantile	6¼	29 to 29½
25	Ocean Marine	5	4½ to 5½ pm.
20	Thames and Mersey	2	3 to 4 pm.
20	Thetis Marine	5	5½ to 4½ dis.
50	Union Marine, Liverpool	5	
20	Universal Marine...	5	4 to 4½ pm.
	TEA COMPANIES.		
50	Assam	20	38 to 40
20	British Indian	All	7½ to 8½
20	Darjeeling	All	17 to 19
10	Eastern Assam	All	3½ to 4
20	Jorehaut, Limited...	All	48 to 50
20	Do.	14	16 to 17 pm.
10	Lelong	All	12 to 13
10	Upper Assam	All	1 to 1½
	MISCELLANEOUS COMPANIES.		
20	Ceylon	All	13½ to 14½
20	Do.	10	4½ to 4 dis.
20	Do.	5	3 to 2½ dis.
50	Colonial	20	13 to 11 dis.
5	Credit Foncier of England	All	3½ to 3⅞
10	General Credit and Discount	7½	¼ to ½ pm.
21	Hong Kong Gas	All	— —
10	International Finance	5	2¼ to 1⅞ dis.
25	National Discount	5	10½ to 11½
500fr.	Messageries Maritimes of France ...	All	590 fr.
£50	P. and O. Steam	All	57 to 59
50	Do. Do. 1867... ...	10	½ dis. to ½ pm
100	Royal Mail Steam...	60	83 to 85
402fr.	Suez Canal...	—	432.50 fr.
£98	Japan Loan, 9 per cent.	All	103 to 105
92½	Do. 7 per cent....	All	93 to 95

ARTICLES OF IMPORT.

TEA.

Our market has been generally quiet during the past week; the very great number of samples on show each day have fully occupied the trade, whilst numerous public sales have also been held. The trade have been very chary in buying Foochow Teas, and prices for common to medium of this class show some decline. The cargoes of the Japan and Nankin, from Hankow, were on the market, but there was not much business done in them, buyers waiting to see the samples thoroughly before making offers. The deliveries for the week as compared with last year are as follows:—

	1874. lbs.	1873. lbs.
Duty paid	2,045,000 ...	1,973,000
Coastwise	729,000 ...	686,000
Exports	864,000 ...	1,142,000
	3,638,000 ...	3,801,000

Congous.—Red-leaf kinds: Siftings and broken-leaf show but little alteration. Fair to good, of old import, with good leaf, remain firm. Fair to good Kaisow kinds have been difficult of sale at a decline of 1d. to 1½d. per lb. Fine have sold 1d. per lb. lower. Finest meet with only a moderate demand. Pak Lin kinds continue saleable. Fair to good in boxes, from 1s. 7d. to 1s. 9d., fine from 1s. 10d. to 2s. 1d. per lb. Half-chests have also sold at full prices. Black-leaf kinds: Common to good, of old import, have been sold from 11d. to 1s. 2½d. per lb., showing easy rates. In new Teas there has not been a large business, but prices show some decline, common to fair ranging from 11¾d. to 1s. 2½d., fair to good medium 1s. 3d. to 1s. 6d., fine from 1s. 7s. to 1s. 10d. and finest from 1s. 11d. to 2s. 3d. per lb. Superfine Chops remain firm at full prices. New-make kinds: Common have sold at 10½d. per lb., fair from 1s. to 1s. 2d., good from 1s. 3d. to 1s. 5d., being about previous rates. Souchows show no material change, the demand being moderate. Oolongs have been difficult of sale, even at a further decline of 1d. to 2d. per lb. for fair to good and fine kinds. *Scented Teas:* There has been an improved demand for Canton Capers, and considerable sales have been made from 1s. 0½d. to 1s. 2d. for common to fair, 1s. 2½d. to 1s. 5d. for good, and 1s. 6d. to 1s 8d. for fine kinds. Orange Pekoes have, however, sold at rather easier rates. Foochow Capers continue to command full prices. Orange Pekoes have also been in steady demand at full rates. *Green Teas:* There have been some arrivals of new Teas from Shanghai, which have been sold at public sales, the prices being very fair for the quality; further auctions take place to-day and to-morrow. Prices have ruled up to 2s. 8d. for No. 1 Gunpowder, and 2s. 5d. for No. 1 Young Hyson, the common to medium grades selling at low prices. Indian Teas: The market continues fairly supplied with new season's Teas, and the demand has been tolerably good, but the quality in many instances is still disappointing. For all the thin flavoury kinds prices must be quoted 1d. per lb. lower, but the strong pungent kinds command a ready sale at fully previous prices. Some very fine Nassau Company's Tea sold from 2s. 10d. to 2s. 11½d. per lb. The quantity offered has been 4,968 packages, of which about 3,300 packages have been sold.

SILK.

The public sales "without reserve" are progressing, and will not be concluded till the 29th. The prices realised are certainly much better than were expected, showing little or no change in the price of common Tsatlees, which, although in considerable quantity, sell at 11s. to 11s. 6d., but medium and better Silks are about 6d. to 1s. easier than the asking prices previously to the sales. Japan Silk is decidedly lower in price, some parcels of very common to medium Mybash bringing only 12s. to 14s.; better qualities at 15s. to 18s. Canton Tsatlees reel market No. 4 are selling at 10s. to 10s. 6d., and better sorts, of which there are very few, at 11s. to 13s. 7d.; Loong Kongs at 10s. 6d. to 13s. 6d. Rather more than half of the quantity of raw Silk brought forward has passed the hammer, say 2,800 bales out of 5,200 bales offered. Deliveries from 1st to 27th inst.:—

	1874.	1873.
China	2,553 ...	3,090
Canton	372 ...	650
Japan	577 ...	470
Bengal	150 ...	296
Total	3,652 ...	4,506 bales.

COFFEE.—There has been a further reduction in the value of Ceylon. Coloury kinds being 1s. to 2s. lower, and pale descriptions 6d. to 1s. At auction Plantation Ceylon has sold, fine bright bold coloury at 123s. 6d. to 125s.; good 120s. 6d.; middling to good middling, 118s. to 119s.; low middling, 115s. to 116s.; pea berry, 130s. to 131s. 6d.; grey qualities from 116s. to 118s. 6d. for middling to bold, and 112s. 6d. to 114s. for low middling. Native good ordinary at 88s. to 89s.; bold, at 96s. 6d. per cwt.

HEMP.—The parcels offered have met a dull demand, and have been nearly all bought in. Of 2,300 bales of Manila offered only 150 bales sold—fair to good fair, £32 to £33; good white, £45 15s. to £46 5s.; fine white £65 per ton.

HIDES.—At the sales yesterday there was a good demand for East India kips, and prices of the lighter weights were ¼d. to ½d. per lb. higher. Extra weights, however, continued rather difficult to sell. Singapore, &c., ox and cow brought about late rates. Buffalo hides without change, but the Batavias mostly taken in. 98,782 East India kips in the hair offered, 75,490 sold; 1,571 Singapore and Penang, &c., ox and cow hides offered, 1,174 sold; 4,656 Batavia buffalo hides offered, 144 sold; 2,358 Singapore and Penang, &c., buffalo hides offered, 2,260 sold; 1,638 East India buffalo hides offered, 1,400 sold.

PEPPER has continued dull of sale at previous quotations.

RICE.—There has been little or no change in the market during the

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week, business being limited, and prices remaining without alteration. The sales have included 2,100 tons Japan at 9s. 3d. per cwt.

SUGAR.—There has been a fair but not active demand during the week, and prices have exhibited no alteration from our last quoted rates. The business done has been chiefly in West Indian kinds.

SPICES.—*Nutmegs:* 310 packages offered, and chiefly sold at ½d. per lb. decline. *Penang:* 75 nuts to the lb., at 3s. 8d. to 3s. 9d.; 80 to 77 ditto, at 3s. 7d.; 110 ditto, at 3s. 4d.; 116 to 113 ditto, at 3s. 3d.; limed, 3s. to 3s. 1d.; defective, 1s. 3d. to 2s. 2d.; Java, limed, 3s. to 3s. 2d.; defective, 1s. 6d.; West India, 2s. 9d. to 3s. 4d. *Mace:* 14 cases sold; Penang, ordinary to middling, 2s. 8d. to 3s. 4d.; pickings, 1s. 9d. to 1s. 10d. *Pimento:* 40 bags sold at 3⅝d. to 3½d. *Cloves:* Of 220 bales Zanzibar, 170 bales sold at 1s. 3¼d. to 1s. 4d., being previous rates. *Cassia Lignea:* 74 cases sold, unworked at 56s.

STICKLAC.—In public sale 100 cases Siam have been sold at the advance quoted last week—viz., at £5 10s. to £5 12s. 6d. per cwt.

SAGO.—Of 1,200 bags offered, 700 bags sold; fine small, at 18s. 6d.; good medium, 17s. 9d., large, 17s.

TIN.—Great dulness has prevailed during the past few days, and prices have been irregular and lower. The current quotations are—Straits on the spot £91 to £93, afloat £91; Banca £98 to £100; Billiton £94 per ton.

ARTICLES OF EXPORT.

METALS.

IRON.—Welsh: Rails, £7 10s. to £8. Bars, £9 10s. to £10. Staffordshire Best: Bars, £10 15s. to £11 10s.; Nail Rods, £10 15s. to £11 10s.; Hoop, £12 to £13; Sheets, £14 to £16; Scotch Pig, No. 1, £4 11s. to £5 15s.; Swedes, Bars, Hammered, £17 10s. to £18; Swedes, Steel in kegs, ½ and ⅝in., £20.

YELLOW METAL.—Sheets, 4 by 4 ft., 7¾d.; Sheathing and Rods, 7¾d. to 8d. per lb.

TIN.—English Refined, £97. Tin Plates: Charcoal I C, per box, 36s. to 41s.; Coke, 28s. 6d. to 37s.

LEAD.—WB, £22 10s.; do., other brands, £21 5s. Spanish soft, ex ship, £20 7s. 6d. to £21; Sheet, £22 10s.; Shot (kegs extra), £26 White do., £28 10s. to £29; Red do., £23 15s.

SPELTER.—Silesian, £22.

QUICKSILVER.—In bottles of 75 lbs. each, £23.

Messrs. French and Smith report:—There is but little improvement to notice in Metals. Iron is in fair demand. Copper is rather firmer, but with few transactions. Tin Plates firm. Lead steady. Spelter scarce. Quicksilver is £1 per bottle dearer.

MANCHESTER GOODS.

There has been scarcely any change in the tone of the Market. Rather more enquiry has been exhibited for common Shirtings, especially 84's, but the prices offered have prevented any material increase in the amount of business; it is only where stocks have accumulated that concessions have been submitted to, and in these instances the reductions have only been slight, and on the whole prices have been fairly maintained, both for Goods and Yarns.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Aug 17	Ivalo	Sjolander	Rangoon	Texel
18	Constantia	Jurs	Do.	Helvoet
18	Grasmere	Lester	Do.	Brouwershaven
18	Freedom	Ley	Pentewan	Antwerp
19	John Kendall	James	Colombo	New York
19	Merom	Lowell	Zebu	Do.
19	St. Helena	Beraldo	Bassein	Brouwershaven
19	Moonlight	Waterhouse	Do.	Do.
21	Wm. Mackinnon (s.)	—	Batavia	Texel
24	Japan (s.)	Smidt	China, Singapore, &c.	London
20	Americana	France	Rangoon	Scilly
20	Orient (s.)	—	Hong Kong	Leith
6	Nightingale	Cutter	Do.	San Francisco
21	Nankin (s.)	McNabb	Hankow	London
6	Crocus (s.)	Joy	China, Singapore, &c.	Do.
23	Sarah and Emma	Roberts	Rangoon	Falmouth
	Davide Solomon	Delbalizo	Do.	Queenstown
19	City of Lucknow	Watson	Akyab	Bremerhaven
	Tamerlane	Kerr	Yokohama	New York
17	Louise	Batch	Colombo	Cardiff
20	Adolph Tidemann	Pettersen	Akyab	Copenhagen
23	Berar	—	Saigon	Texel
July 15	Christoph	Ringo	Hong Kong	Guayaquil
17	County of Berwick	McLean	Batavia	Buenos Ayres
Aug 25	Eugenia	Kock	Java	Queenstown
26	Sarpedon (s.)	Ferguson	China, Singapore, &c.	London
25	Hindustan	Macaulay	Rangoon	Do.
26	Martaban (s.)	Stuart	Do.	Do.
26	Southern Cross	McDonald	Do.	Off Deal
25	Carlo Frugone	Frugoni	Do.	Liverpool
	Baldovan	Scott	Do.	Queenstown
21	Dolbadern Castle	Pike	Akyab	Bremerhaven
21	Zabalandeococha	—	Rangoon	Pauillac
7	Windward	Stannard	Hong Kong	San Francisco
13	Medea	Neukerk	Sourabaya	Philadelphia
13	Cato	Vuyk	Batavia	New York

VESSELS PASSED SUEZ CANAL.

Date	Steamer.	From	For
Aug. 26	Ulysses	Liverpool	Singapore, China, &c.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Aug 21	Vanguard	Potter	Cardiff and Penang	London
20	Houri	Thomas	Singapore	Cardiff
20	Twee Cornelissen	Bromstrom	Atchin	Do.
19	Antonio Ferraro	—	Galle	Penarth
19	Sollecito	Marone	Singapore	Do.
22	Africa (s.)	Gallice	Colombo, &c.	London
20	Sourabaya	McNab	Java	Greenock
20	Chittagong	Young	Colombo	Sunderland
	Sorocow (s.)	—	China	Newcastle
24	Agnes	—	Singapore	Do.
25	Agamemnon (s.)	Thomson	Singapore, China, &c.	Liverpool
25	Madre	Marana	Galle	Cardiff
25	Marco Polo	Pager	Hong Kong	Do.
24	Amity	Shearer	Singapore	Sunderland
July 20	County of Bute	Cummings	Batavia	Buenos Ayres
9	Silistria	—	Do.	Monte Video
28	India	Zacariasen	Do.	Rio Janeiro
Aug 13	Idella Berry	Turner	Anjer	New York

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL. — For Yokohama and Hiogo: Penedo. For Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Glenearn. For Singapore, Hong Kong, and Shanghai: Glenfalloch. For Penang, Singapore, Yokohama, Hiogo, and Nagasaki: Ly-ee-Moon. For Singapore, Batavia, Samarang, and Sourabaya: Banca. For Singapore, Hong Kong, Foochow, and Shanghai: Mongol. For Colombo, &c.: Viceroy, Scindia, Hindoo, Bertha.

SAILING VESSELS.—For Yokohama and Hiogo: Black Prince, Evelyn. For Shanghai: Corea. For Hong Kong: Invincible. For Penang: Glenisla. For Singapore: Star of the South. For Colombo: Conference.

At LIVERPOOL.—For Yokohama: Mora. For Penang, Singapore Hong Kong, and Shanghai: Nestor (str.), Glaucus (str.), Deucalion (str.). For Singapore and Manila: Aurrera (str.). For Singapore: Kendrick Fish. For Galle: Ellen Munroe, Flora Staffa. For Batavia and Sourabaya: Emma and Robert.

At GLASGOW.—For Singapore: Stanfield, Brisbane (str.). For Java: County of Sutherland (s.str.). For Manila and Ilo Ilo: Saleta. For Colombo: Emma Ives.

SPOKEN.

CAWDOR CASTLE (str.), London to China, Aug. 16, off Cape Finisterre.
P. M. S. G. (Ger. 3 masted ship) Dordt to Batavia, July 10, 15 N., 25 W.
DOCUM (? Stad Dockum), Amsterdam to Java, July 9, 11 N., 25 W.
ALFRED, Liverpool to Chefoo, July 10, 12 N., 25 W.

FREIGHTS AND CHARTERS.

There is no perceptible change to report in berth rates of freight to and from the Eastern ports since our last report. Coal freights to Colombo are somewhat lower.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. weight, 60s. meast. To Hiogo: 65s. weight, 70s. meast. To Nagasaki: 65s. weight, 70s. meast. To Shanghai: 45s. weight, 40s. meast. To Hong Kong: 45s. weight, 40s. meast. To Singapore: 50s. weight, 40s. meast. To Penang: 50s. weight, 40s. meast. To Colombo: 45s. weight, 50s. meast. To Foochow: 75s. weight, 70s. meast. To Batavia: 40s. weight, 50s. meast. To Samarang and Sourabaya: 50s. weight, 65s. meast.

Per SAILING VESSELS.—To Yokohama: 35s. weight or meast. To Hiogo: 35s. weight, 45s. meast. To Shanghai: — weight, — meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 27s. 6d. weight, 25s. to 27s. 6d. meast. To Penang: 30s. weight or meast. To Colombo: 25s. weight or meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Singapore: £27, f.c. To Penang: £27, f.c. To Batavia and Sourabaya: £26. To Colombo: £24. To Galle: £20.

From Newport, Cardiff, or Swansea, per ton.—To Hong Kong: 32s. To Shanghai: 35s. to 37s. 6d. To Singapore: 24s. 6d. To Galle: 21s. To Batavia: 27s. To Sourabaya: 30s. To Colombo: 25s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Galle: 18s. To Singapore: 21s. To Manila: 28s. to 30s.

CASUALTIES.

NAGASAKI (SHANGHAI, AUG. 22).—The Bertha, Petrowsky, Hamburg, Kroge, Sooloo, and Howie, went ashore in a typoon; the Bertha and Sooloo were afterwards got off dismasted.

MISCELLANEOUS.

At MAURITIUS, June 25, Nusser Musjeet, Richer, from Colombo; Niagara, Griffin, from Singapore; 26, Jaffina, Tindall, from Colombo; July 9, Francois Felix, Charles, from Saigon; Canning, Garland, from Colombo. June 27, Mathilde P. Pinetta, and sailed for Batavia; 28 Hope, Robson, and sailed for Colombo; July 5, Dorothy, Williams, and sailed for Galle; 7, Utrecht, Moller, and sailed for Batavia; Acadia, Fowler, and sailed for Galle; Mary N. Francis, Francis, and sailed for Galle; Roderick Hay, Nicholson, and sailed for Colombo; 20, Fenelon, Boucher, and sailed for Galle.

At PORT SAID, Aug. 25, Glenlyon, (str.) from Hankow for London.

At SUEZ, Aug. 25, Conrad (str.), from Batavia, for Nieuwe Diep.

THE Nederland Steamship Company's steamer Koning der Nederlanden, from Southampton, 18th inst., passed Gibraltar, Aug. 23; and the same company's steamer, Prins van Oranje, from Southampton, July 14, arrived at Padang on the 22nd inst.

CAPT. HUTCHINSON has, we hear, purchased one of the steamers lately employed in the African mail service. She will come round to London and load out for China, there to be employed in local service.

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DEUTSCHE BANK.

(Registered in Berlin as a Limited Company, under Prussian Law.)

CAPITAL SUBSCRIBED AND PAID UP,

15,000,000 Thalers (£2,250,000).

RESERVE FUND—334,537 Thalers.

HEAD OFFICE, BERLIN—29, BURG STRASSE

LONDON BANKERS.
National Provincial Bank of England
German Bank of London (Limited).

LONDON SOLICITORS.
Messrs. Freshfields.

AGENCIES.
Hamburg, Bremen, Shanghai, and Yokohama.

AGENTS IN NEW YORK.
Messrs. Knoblauch and Lichtenstein.

LONDON AGENCY.
50, Old Broad-street, E.C.

MANAGER.
G. Pietsch, Esq.

The London Agency is prepared to transact Foreign Banking business of every description, on terms to be ascertained at its office.

STANDARD LIFE ASSURANCE.

REDUCED PREMIUMS.

CHINA and JAPAN.—The Directors of the STANDARD LIFE ASSURANCE COMPANY have reduced the rates of premium to be hereafter charged for residence in certain parts of China and Japan, and full particulars as to terms, regulations, and conditions may be had at the offices of the Company.

Local Boards and Agencies in India, China, and all the colonies.

Moderate premiums, at rates suited to each climate.

Immediate reduction to home rates on return to Europe or other temperate climate.

Loans advanced to civilians and military officers.

Profits divided every five years.

Annual income of the Company upwards of £700,000 sterling. Invested capital and accumulations upwards of £4,500,000.

H. JONES WILLIAMS, Gen. Sec. for England
82, King William-street, E.C.

JOHN O'HAGAN, Res. Sec., West-end Office
3, Pall-mall East.

Edinburgh ... 3 and 5, George-street.
Dublin ... ... 66, Upper Sackville-street.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.

HEAD OFFICE—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street, E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

COWASJEE DINSHAW,

Close to the Landing Place, Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers The *London and China Express* on Sale.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.

Reserve Fund, $775,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

ALEXANDER BROWN,

ESTATE AND GENERAL AGENT,

KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and transacts all kinds of Estate and Agency Business.

CEYLON COFFEE ESTATES.

THE safest, surest and quickest mode of realising Coffee Estates is by registering them with the undersigned, who is always prepared to buy or to sell.

Seventy already sold—fifty now on the register.

ALEX. BROWN Kandy.

JAMES BANNERMAN CUMMING,

(LATE OF SINGAPORE),

EAST INDIA AGENT,

32, GREAT ST. HELEN'S, LONDON, E.C.

P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

K. de PIOTROWSKI,

COMMISSION MERCHANT & GENERAL AGENT

HIOGO-KOBE,

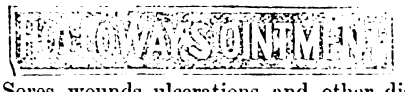
JAPAN.

Agent for the *London and China Express.*

T. W. JACKSON,

COMMISSION AGENT

SAN FRANCISCO.



Sores, wounds, ulcerations, and other diseases affecting the skin, are capable of speedy amendment by this cooling and healing unguent, which has called forth the loudest praise from persons who had suffered for years from bad legs, abscesses, and chronic ulcers, after every hope of cure had long passed away. None but those who have experienced the soothing effect of this Ointment can form an idea of the comfort it bestows by restraining inflammation and allaying pain. Whenever Holloway's Ointment has been once used it has established its own worth, and has again been eagerly sought for as the easiest and safest remedy for all ulcerous complaints. In neuralgia, rheumatism, and gout the same application, properly used, gives wonderful relief.

GRAND HOTEL COMPANY.

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THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steamship lines in and out of Yokohama.

J. LYONS, Manager.
W. H. SMITH, Managing Director

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ON the Grand Canal. First-class house, with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

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SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all other conveniences.

HOTEL DES DEUX MONDES,

PARIS, 8, RUE D'ANTIN.

FIRST-CLASS English Family Hotel. Highly recommended.

LICK HOUSE HOTEL, SAN FRANCISCO.

AN old-established and thoroughly comfortable Hotel, in a central position. Large Dining Saloon, Restaurant, Reading Rooms, &c.

FIFTH-AVENUE HOTEL, NEW YORK.

ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

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THIS Hotel is most pleasantly situated in front of the Royal Gardens, and can be highly recommended to passengers per Messageries steamers to and from India, China, &c.

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SITUATED on the Alster. A first-class House, at moderate prices.

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12, RUE CASTIGLIONE, 12.

HOTEL DE LA VILLE, TRIESTE.

PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt water Baths.

Restaurant, Cafe, and Reading Room with English French and German papers, and the *London and China Express.* Omnibus attends the trains.

CHARGES MODERATE.

RUTTER'S TABLES.

Now ready.

1. RUTTER'S SUGAR AND TEA TABLES. Price 10s.
2. RUTTER'S METRIC SYSTEM OF WEIGHTS AND MEASURES TABLES. Price 4s.
3. RUTTER'S EXCHANGE TABLES BETWEEN ENGLAND, INDIA, AND CHINA. Price 25s.
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THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Strait Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,

CHINA AND JAPAN AGENCY,

Cowper's-court, Cornhill, London, E.C.

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SPECIAL NOTICE.—SUEZ CANAL.—Under contract with H.M. Government.—The PENINSULAR AND ORIENTAL COMPANY'S weekly steamers now proceed through the SUEZ CANAL with H.M. mails to Bombay and Calcutta alternately.

OVERLAND ROUTE and SUEZ CANAL.—Under contract for the conveyance of the Mails to the Mediterranean, India, China, Japan, and Australia. The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, from Venice every Friday, and from Brindisi, with the Overland Mails, every Monday.

Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
Lombardy..	2,723	450	Sept. 3	Mediterranean, Aden, Bombay.
*Zambesi...	2,421	370	Sept. 10	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Venetia ...	2,726	450	Sept. 17	Mediterranean, Aden, Bombay.
*Australia..	3,648	600	Sept. 24	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Hindostan	3,113	600	Oct. 1	Mediterranean, Aden, Bombay.
*Surat.....	3,000	530	Oct. 8	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Cathay ...	2,982	450	Oct. 15	Mediterranean, Aden, Bombay.
*Peshawur.	3,781	600	Oct. 22	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Malwa ...	2,933	450	Oct. 29	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

JAPAN AND CHINA.

Great Reduction in Fares.—Mail Route via San Francisco.

THE PACIFIC MAIL STEAMSHIP COMPANY will despatch their magnificent Steamers of 3,000 tons and upwards, with mails and passengers, twice every month, from San Francisco to Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, and vice versa.

THROUGH FARES FROM ENGLAND, via New York and Panama, to Yokohama, £60; beyond Yokohama, £70. Via Union Pacific Railway, to Yokohama, £73; beyond Yokohama, £83. Best berths in steamers.

The Company's Steamers leave New York twice a month (via Panama) for San Francisco and intermediate ports.

For Through Fares and other information apply to Messrs. BOWDEN and WILLANS, 34, Leadenhall-street.

ROUND THE WORLD BY STEAM.—Coupon Tickets issued for the ROUND JOURNEY. Fare £165 and upwards.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Hoogly ...	Sept. 13	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Peiho ...	Sept. 27		
Mei-Kong ...	Oct. 11		
Sindh ...	Oct. 25		
Provence ...	Nov. 8		
Anadyr ...	Nov. 22		

The Steamers of the 27th Sept., 25th Oct., and 22nd Nov. connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 13th Sept., 11th Oct., and 8th Nov. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

With quick despatch.

FOR YOKOHAMA AND HIOGO, the favourite composite clipper ship, BLACK PRINCE, A1 17 years, 750 tons register; W. INGLIS, Commander; East India Docks.

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Port.	Ship.	Class.	Dock.	To sail.
Singapore & Java Ports	Banca, s.s (new)	90 A1	S.W.I.D.	Sept. 5
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Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenfalloch	100 A1	2,126	275	Sept. 2
Glencarn	100 A1	2,120	330	Sept. 15
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Glengyle	100 A1	1,676	200	To follow
Glencagles	100 A1	2,120	330	New boat
Glenfinlas	100 A1	2,120	330	To follow
Glenartney	100 A1	2,106	330	To follow

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.

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For Freight or Passage apply to NORRIS and JOYNER 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

SINGAPORE, HONG KONG, FOOCHOW, SHANGHAI, s.s. MONGOL, via Suez Canal. This magnificent Clyde-built steam-ship, 100 A1, 2 260 tons gross, 400-h p. nominal, J. FLAMANK, Commander, will load in Victoria (London) Docks; last shipping day 5th Sept.. Has splendid accommodation for first-class passengers, including bedding, &c.

Apply to GELLATLY, HANKEY, SEWELL, and Co., Albert-square, Manchester; 1, Fenwick-street, Liverpool; and 51, Pall-mall, S.W., or 109, Leadenhall-street, E.C., London.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.	Tons	Brokers.	To Sail.
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Banca, s.s.	600	Robertson & Co....	Sept. 5
Nankin, s.s.	2 423	Norris & Joyner...	Sept. 8
Ly-ee-Moon, s.s. ...	1,200	Norris & Joyner...	Sept. 15
Glenearn, s.s. ...	2,120	McGregor, Gow, & Co.	Sept. 15
Star of the South ...	665	Wright Bros. & Co.	Sept. 25
Crocus, s.s.	2,000	Thos. Skinner & Co.	Sept. 25
LIVERPOOL.			
Nestor, s.s. ...	1,414	Alfred Holt ...	Sept. 8
Glaucus, s.s. ...	1,604	„ ...	Sept. 22
GLASGOW.			
Normanby, s.s. ...	1,200	T. Skinner & Co.	Sept. —
Brisbane, s.s. ...	1,500	„ „	Sept. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

CASTLE LINE OF STEAM PACKETS FROM LONDON.—For SINGAPORE, HONG KONG, and SHANGHAI (last shipping day, 24th Sept.), the magnificent steamship CROCUS, 2 40 A1, 2,000 tons register, 225-horse power nominal, R. H. JOY, Commander; will load in the South West India Dock. This splendid steamer, well known in the China trade, has superior accommodation for passengers.

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To sail 3rd Sept.

FOR HONG KONG, the well-known favourite clipper INVINCIBLE, A1 13 years, 657 tons register, E. BRAITHWAITE, Commander; South West India Docks.

For Freight apply to SHAW, MANTON, and Co., 2, Royal Exchange-buildings, London, E.C.

To sail 12th Sept.

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THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, August 31, 1874.

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 575.] LONDON, WEDNESDAY, SEPT. 9, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Sept. 9.
JAPAN—Yokohama	May 29	July 10	July 20*
Yedo			
Osaka and Hiogo	„ 22	„ 11	„ 14*
Hakodadi			
Nagasaki	—	—	„ 15
CHINA—Peking	—	—	„ 8
Tien-tsin	—	—	„ 14
Chefoo	—	—	„ 10
New-chwang	—	—	„ 6
Hankow	„ 15	„ 1	„ 15
Kiu-kiang	—	—	„ 14
Chin-kiang	—	—	„ 3
Shanghai	„ 29	„ 8	„ 19
Ningpo	—	—	„ 16
Foochow	„ 29	„ 5	„ 21
Formosa	—	—	„ 11
Amoy	—	—	„ 22
Swatow	—	—	„ 23
Hong Kong	June 12	„ 21	„ 25
Canton	—	—	„ 23
Macao	—	—	„ 24
PHILIPPINES—			
Manila	„ 5	„ 13	„ 21
COCHIN-CHINA			
Saigon	„ 19	„ 23	„ 31
SIAM — Bangkok	—	—	„ 26
BORNEO—			
Labuan	—	—	„ 16
Sarawak	—	—	„ 16
JAVA — Batavia	„ 26	„ 28	„ 30
Samarang	—	—	„ 24
Sourabaya	-	—	„ 15
MALACCA STRAITS—			
Singapore	„ 26	25	Aug. 3
Penang	„ 26	23	July 27
CEYLON—			
Galle	July 17	Aug. 9	Aug. 13
Colombo	—	—	„ 11

* By Pacific mail *via* San Francisco, received Aug. 31.

THE MAILS, &c.

The French mail, with advices dated as above, was delivered, *via* Marseilles, this morning, two days late. The next inward (P. and O.) mail, with dates Yokohama, 22nd; Shanghai, 26th July; Hong Kong, 1st; Singapore, 9th August, which is due on Monday next, the 14th inst., left Alexandria on the 6th inst., and may be expected on Saturday morning, two days early.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Donnai*, arrived Sept. 7.—List not to hand.

By last mail to Brindisi, per P. and O. steamer *Bangaiore*, arrived Aug. 28.—From Galle: Mr. W. Mackenzie. To Venice.—From Shanghai: Mr. and Mrs. Marion, Mr. J. H. Evans. From Hong Kong: Mr. G. Noordt, Mr. D. H. Bailey, Mr. R. D. Walker. From Galle: Mr. McLeod, Mr. Cameron.

To Southampton, per P. and O. steamer *Cathay*, arrived Sept. 6.—From Yokohama: Mr. J. Garrett, Mr. J. M. Kite. From Hong Kong: Mr. W. H. Rawson, Mr. T. W. Henchcliffe, Capt. Purchase, Miss Purchase, Mr. W. Austin, Mr. G. Bale, Mr. Reeves, and three second-class passengers. From Penang: Mr. Allan, Mr. Lamb, and three second-class passengers. From Galle: Rev. C. G. Hodson, Mr. Dunbar, Miss Dunbar, and one second-class passenger.

PASSENGERS OUTWARD.

Per P. and O. steamer *Zambesi*, from Southampton, Sept. 10.—To Hong Kong: Mr. Legge. To Singapore: Mr. J. W. Withan, Miss King. To Ceylon: Mr. R. W. D. Moir, Mr. Dashwood, Mr. T. Skinner.

Per P. and O. steamer *Australia*, from Southampton, Sept. 24.—To Ceylon: Mr. E. A. Marras.

Per P. and O. steamer from Southampton, Oct. 8.—To Ceylon: Mr. and Mrs. Barker and son. To Galle: Miss Copeland. To Singapore: Mrs. G. F. Hose, Mr. and Mrs. Skinbrigge.

Per French steamer *Hooghly*, Sept. 13 (booked from London).—To Yokohama: Mr. Dupont. To Shanghai: Mr. and Mrs. Hall. To Singapore: Mr. Riechmann, Mr. Motion, Mrs. Bogard Dr. Campbell and lady. To Hong Kong: Mr. Hulse, Mr. Pearson, Mr. W. Wilson. To Batavia: Mr. Fraser. To Galle: Mr. and Mrs. A. G. Thompson and family, Mr. Ruinat and family, Mr. Winzer and lady, Mrs. Poponot.

Per French steamer *Peiho*, Sept. 27 (booked from London).—To Hong Kong: Mrs Deane, Miss Deane, Miss Lechler, Miss Peter, Miss Suess, Miss Graham. To Shanghai Mr. Grosvenor. To Batavia: Mr. and Mrs. Oosteron and two children, Mr. and Mrs van der Leuw. To Galle: Mr. and Mrs. Ballardie, Mr. Fitzroy Kelly.

Per French steamer *Meikong*, Oct. 11 (booked from London).—To Shanghai: Mrs. Seward. To Hong Kong: Mr. Scott. To Galle: Mr. Karslake, Mr. Cross, Mr. and Mrs. Vandespar.

Per French steamer *Sindh*, Oct. 25, (booked from London).—To Shanghai: Mrs. Little, Mr. Leopold Lefebre.

Summary of News from the Far East.

JAPAN.

Our advices from the Japan ports by the present mail are of no later date than those received by Pacific mail on the 31st ult., and published in our last issue. The steamer *Altona* arrived at San Francisco on the 24th ult., bringing Yokohama advices to the 3rd August. The subjoined summary of news has been telegraphed to the New York press :—

From private sources we learn that the Formosa expedition had been entirely successful, and that a Japanese Embassy had been sent from Tokio to Peking. This embassy was accompanied by General Legendre. Outside of Yokohama and the English press the general feeling is that it will be a success in amicably settling all matters between the two Governments.

Nothing further has transpired with respect to the revision of the treaties or the opening of the interior. Meanwhile the greatest strictness is observed in granting passes to persons desirous of travelling beyond the Treaty limits, although many foreigners in the Government employ have obtained them.

During the month of July and the early part of the present month rain fell so abundantly throughout the whole country as to cause serious inundations and land-slips. From every direction information reaches the Government of damage to property and loss of life from these causes.

There has been talk of the Mikado formally and ceremoniously opening the telegraph system, which, although now in operation for some years, has not yet been so honoured. It was spoken of as his Majesty's wish that some such opening should take place a long time ago, but constant interruption on the main line between Yokohama and Nagasaki has interfered with it.

CHINA.

TIENTSIN.

The correspondent of the *North China Herald* writes as follows :—

M. Geoffroy, the Minister for France, passed here, *en route* for Cheefoo, on the 3rd July. It is said the Minister has been engaged for some weeks past discussing with Prince Kung the demands recently made by the Peking Government for indemnity for the Chinese who lost their lives in the riot on the French Concession, in Shanghai, in May. It has not been announced that this indemnity will be paid. Judged by the "pile" claimed it is not difficult to suppose that perhaps Prince Kung has happily bethought himself to include in this indemnity something by way of "indirect damages" against France and Great Britain, for the *indignity* put upon the sacred person of the Emperor at China New Year, by Messrs. Wade and Geoffroy, in their attempt at an "audience" to offer their congratulations at the foot of the throne.

"The war in Formosa" is the absorbing topic in official circles here. There is little doubt that Li Hung-chang is in favour of snuffing out the Japanese in Formosa, even if it takes telegraphs, ironclads, and a few foreign appliances of various kinds to accomplish it. The Viceroy's recommendations will be certain to shape the course of action taken by China in the Formosan difficulty. He is unquestionably the "power behind the throne."

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There has been a "labour strike" amongst the coolies who were employed to dig the canal which is being constructed from Tientsin to Peitang. These poor creatures, after enduring the miseries of a three years' flood, were taken in and done for by a fostering and paternal Government some months ago. As they have been starving by inches for two years past, it was not deemed prudent to give them access to too much "high living" all of a sudden, so they were employed by their humane Government at five candareens per day, out of which they feed and clothe themselves, and support, in most instances, a wife and a host of children. It was the intention of their wise and humane employers to raise their wages by degrees, and in this way save them and their families from the ill effects of an overfeed. But alas! poor ignorant creatures, they could not see it, and so they struck, 4,000 of them, all on one day. The petty mandarins who had charge of the workmen, and who are held responsible for everything, after the Chinese fashion, have all bolted; so there is a fair prospect for some of your Shanghai merchants to sell a dredger for that canal soon.

Our rainy season has come early this year, and judging by the appearance of the Peiho at present, we will have to begin with the old story of "the flood" pretty soon again, just as we have been doing for three years past. Speaking of the floods, we are beginning to feel the bad effects of so much water on the plains which surround us here. A large portion of the foreign residents are sick—some of them seriously—with malarial and intermittent fevers, and kindred affections.

The markets here are dull, but there is a brisk demand for ironclads amongst Chinese purchasers. Li Hung-chang, it is understood, has recommended the Peking Government to purchase, at once, two or more first class ironclad men-of-war. The eager inquiries now being made for this class of naval architecture by the Viceroy's own underlings, seem to imply that the Government have sanctioned his recommendation. But unhappily ironclad vessels are not a drug in this market, and it is feared that it will be some time before the Chinese are able to "go marching through" Formosa.

The sudden and unexpected, not to say very unwelcome, appearance in the heavens of a fiery tailed comet has created great consternation here amongst all classes of Chinese. They remark, as a singular and ominous fact, that the tail of this comet points toward Formosa; while its head points in the opposite direction. This is regarded as a bad omen. A comet, at best, is regarded by the Chinese as a sure forerunner of some evil to the Empire. They speak of the one which preceded the invasion of this province by the allied armies in 1860; and now that this one has put in its appearance, like an evil spirit, just as the gathering cloud of war begins to thicken over Formosa, no one seems to doubt that it portends great affairs of state and "moving accidents by flood and field."

CHEFOO.

On the 9th July the Rev. Dr. Nevius delivered a lecture at the hall of the Temperance Association at this port, on "Thirteen Years Reminiscences in Shantung."

The lecturer spoke of the intense excitement caused in this province by a visit of a U.S. man-of-war during the first foreign war with China. Multitudes fled to the city of Tungchow, on the sea coast, for safety. When the vessel came in sight their hearts failed them, and great numbers fled again into the interior. When the lecturer came to this province in 1861 there were no steamers on the coast, and the place where the foreign settlement now stands was cultivated ground. A vivid description was given of the rebellion in this province the same year, when Revs. Messrs. Holmes and Parker lost their lives, thousands of towns and villages were burnt, and a vast number of people lost their lives. A great multitude fled to a temple built on a hill in the southern part of Shantung, to seek the protection of a god who was reported to have great power. Almost the entire company were massacred. After this, the people built walls round many towns and villages, and on the tops of high hills, which proved very serviceable at the time of the second raid, a few years later. The following year great numbers were carried off by cholera. A number of the foreigners also lost their lives.

Reference was made to the great excitement at the time of the Tientsin massacre, and the results which have followed. Foreigners are now much better known than they were before. The rumours which so excited the people were found to be so false that it would be difficult again to cause such a deep feeling throughout the country. At that time the people seemed prepared for anything, and if an able leader had risen, a general attempt might have been made to exterminate foreigners. When it is remembered that the people have no confidence and faith in each other, it is not surprising that they were suspicious of foreigners, and ready to believe the worst possible stories concerning them.

The conciliatory policy of the Western nations has done much to create a better feeling. The official class, the merchants, the customs service so efficiently and faithfully administered, and the missionary, each, in its own way, is doing much to educate the people, dispel prejudice, and awaken the mind and energy of the Chinese. When the lecturer first travelled through this province he often did not feel safe in entering a town and putting up at an inn until he had first remained some time, often several hours, outside, that the people might satisfy their curiosity, and have their fears and prejudices somewhat allayed. Now, in all parts of the province, foreigners are known and generally well treated. Many books have been circulated and read, and inquiries are constantly made for new books. The Chinese periodical published at Shanghai is fast gaining friends, and doing a good work. All foreigners are anxious to see great changes take place in their time. From year to year progress seems slow, but it is plain that there has been undoubted progress, and probably as great as could be reasonably expected.

The Rev. Mr. Hartwell gave some interesting reminiscences of his experiences at Tungchow. He was the first foreigner who settled at that place. The President, in a few closing remarks, said he thought all classes were contributing to advance the cause of truth and civilisation in China, but he was persuaded the missionaries stood second to no other. They were in a sense pioneers, and got more direct access to the people than any other. The meeting closed with a vote of thanks to the lecturer.

SHANGHAI.

The present mail brings advices from this port to the 19th July; no later mail from London had arrived out, but the French mail of 5th June was expected the day this mail left. The following summary of news is from the *North China Herald*:—

The regular fleet of coasting steamers has just received an addition in the *Arratoon Apcar*, of 959 tons, 140-horse power, originally one of the Apcar line of opium vessels running between Hong Kong and Calcutta. The *Arratoon Apcar* was built at Renfrew, on the Clyde, in 1859, and up till within about two years ago was very successful in the trade for which she was intended. Subsequently, she was laid up for about eighteen months, until taken over by Messrs. Watts, Millburn, and Co., of London, by whom she was sent to Shields to be thoroughly overhauled and fitted with various improvements, in order to render her suitable for the trade she is now engaged in. Previous to her late overhaul in the latter end of 1873, she had two funnels and three masts, which have given place to one of the former and two of the latter. Her engines have been much improved, and among the additions are two donkey engines—one fore and one aft. The present is her first trip to Shanghai, and she is, we understand, to ply permanently between the coast ports.

The captain of the *Arratoon Apcar*, to investigate charges of drunkenness and incapacity brought against him by his officers and engineers while he was prosecuting the latter on charges of insubordination in H.B.M. Police Court, applied for a Naval Court of Enquiry. The Court sat at the British Consulate, and the enquiry resulted in the suspension of Captain Montgomery's certificate for six months, pending the action of the Board of Trade, the Court expressing an opinion that he is unfit for the responsibility of command. Charles, the chief mate, is censured for not going further than he actually did; Taggart, the second mate, is exonerated, and the chief and second engineers are found to be addicted to insobriety, such as to render them unsafe persons to be in charge of important functions. This appears to be the only decision the Court could have come to upon the evidence before it, and the judgment should exercise a salutary influence which will not be confined to those immediately affected by it. Mr. Emil Schultze, first officer of the *China*, has been appointed to the command of the steamer.

The steamer *Dragon*, which left Shanghai on the 12th July, for Chefoo and Newchwang, was obliged to put back when about seventy miles off Shaweishan, in consequence of some defect betraying itself in her machinery. The same Company's steamer *Haining* having met the *Dragon*, assisted her till the entrance to the river was reached, when, being only partially disabled, she came up to Shanghai by herself. After effecting the necessary repairs, the *Dragon* will, it is said, resume her place on the Foochow line.

Whatever the issue may be of the present negotiation upon the Formosan question, the officials in charge of the Shanghai Arsenal are evidently more than ordinarily anxious about their armaments and the probabilities of war. Unusual activity prevails in the ordnance department at Kaou-chang-meaou. For the past three months general work has been suspended, and all efforts concentrated on the production of shot and shell for the heavy rifled ordnance lately arrived from Europe, and which is to replace the old smooth-bores. The *Ni-ning* (No. 4) has been undergoing an overhaul, out in the stream opposite the Arsenal, the dock being occupied by No. 6 (frigate), the vessel launched some few months ago, and sister ship to No. 5, launched in 1872. The *Ni-ning* is having her forecastle decks double beamed, to accommodate a 60-pounder Krupp rifled pivot gun, and aft, for the reception of a 40-pounder of the same class; besides which she will have one 20-pounder Blakeley on the forecastle, and four 4-pounder Blakeley broadside rifled guns. All the other vessels built at the Arsenal are being similarly armed. Work in the iron-clad factory shed erected lately will be begun so soon as orders have been received. The large marine engine factory has been appropriated to the manufacture of the 40 and 20-pounder shot and shell for the Krupp and Blakeley guns, of which 125 and 80 respectively are being turned out daily, ready for charging. In the small arms department, the manufacture of time fuses is going on apace; and the powder mills at Loong-wha are producing about 1,800 lbs. of powder per week. As already remarked, "No. 6" (frigate) is still in dock, and her equipment, it is said, will be completed in about two months, thus raising the naval force sent out by the Kaouchang-meaou

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Arsenal to six vessels, and the total of guns to sixty-six. In connection with these preparations we may mention that at the present time the crews of the several Shanghai vessels are being drafted for a period of gun practice at Woosung, on board the "No. 5" (frigate), under the instruction of a Prussian officer sent out from Europe by Krupp. The results of the practice are said to be very creditable.

The accounts of the late torpedo experiments at Loong-wha have been somewhat contradictory, but from what we have since learned we are inclined to adhere to our former statement, that the results achieved were not up to expectation. We understand that several of the foreigners employed at the Arsenal were called on to give their attention to the production of a torpedo from an American design—which was said to have been found very effective during the late American war; but, whatever the reason, the result was not a success. Whether or not it was the case that none of the foreign staff were inclined to fire the trial electric torpedo, it is a fact creditable to the students of the college at the Arsenal that one of their number was called on to arrange the connection and work the battery on the occasion of the experiment.

The Chinese gunboat *Feiyuen*, Captain Ping, arrived on the 11th July, from Formosa, under orders to proceed from Taiwanfoo to Tientsin. She left Taiwan on the 6th, and Keelung on the 8th July, and it is understood carries despatches from the Imperial Commissioner, Shen Pao-chen, for the Chinese Government. These were entrusted to a Japanese officer and interpreter, Hidaka and Ikada, from the Japanese headquarters at Liangkiau. The savages having retired out of reach, all was quiet. The number of Japanese troops disembarked is given at 5,000, and their camps are scattered all over the south end of the island. The Japanese gunboats had all left Formosa, and the impression seemed to be that the Japanese would retire when the return of their ships enabled them to do so, but that they expect compensation for giving up the expedition. A war with China is looked upon as very improbable. The *Feiyuen*, which left for Tientsin on the 13th July, is a trim vessel of about 600 tons and 120-horse power, and has a crew of 130 men. Her armament consists of six 40-pounder breechloading rifled guns, and one 113-pounder Armstrong.

It is said the Chinese Government has issued orders that all despatches for transmission to Peking shall be intrusted to the China Merchants S. N. Company, at the various ports of call. A special department is to be organised by the Company for this purpose. Here, probably we have the germ of an Imperial postal scheme.

A correspondent, writing on the 8th July from Keelung, informs us that several ineffectual attempts have been made to get the s.s. *Laptek* off. Several junks were set to work at her, and the *Fusing* (Chinese gunboat), which had been detailed to protect the wreck, lent assistance. The hull of the steamer was getting firmly imbedded in the sand, and the captain and crew were hard at work securing machinery and everything movable. It is reported that the underwriters have taken over the wreck.

Michael Martin, remanded from the 4th July on a charge of sending a threatening letter to Alfred Silverthorne, has been again brought up at H.B.M. Police Court, and committed for trial. The trial is set down for the 23rd July.

On the night of the 13th July, about eleven o'clock, Mr. George Gardner Reid, chief engineer of the C.M.S.N. Co.'s steamer *Yungning*, while passing from the pontoon to the bridge which connects with the shore, missed his footing and fell into the water. Efforts were made by those present to rescue him, but he sank immediately, and was not seen to rise again to the surface. A strong flood current was running at the time. Mr. Reid was near-sighted, and it is believed that to this the accident is to be attributed. The efforts to recover the body proved futile up to the 17th, when it was found floating among the junks at Tunkadoo by one of the police boats.

As we noticed last week, the Wind Instrument Society, instead of allowing the defection of the paid members to interfere with their arrangements, set themselves energetically to work to fill the gap in their ranks. Recruits were found; and with the prospect of being permanently left out thus placed before them, the men who had preferred the more immediately remunerative engagement at the Circus, were glad to come in again. The society has, therefore, drawn fresh vigour from its brief trial. The performance in the gardens this week brought out the largest concourse of the season, and was thoroughly enjoyed. The night was perfect, comparatively cool, and with a light breeze blowing. The regular programme was varied and amplified by the introduction of chorus singing from a houseboat in the river, off the gardens, the vocalists being, we believe, members of the Club Concordia Liedertafel, and the addition enhanced not a little the pleasure of the evening's entertainment. A number of houseboats were moored in the neighbourhood, and the increasing practice of hanging Chinese lanterns from their rigging heightened the effect of a charming scene.

HONG KONG.

Our advices by the present mail extend to the 25th July; the P. and O. mail from London June 12 was received on the 21st July. We take the following items of news from the *Daily Press*:—

The ordinary meeting of the shareholders of the Hong Kong Hotel Company (Limited) was held at the Hotel on the 22nd July; there were present:—Messrs. Andre (Chairman), Belilios, H. Cohen, W. R. Landstein, S. E. Burrows, H. Smith, Vaucher, J. B. Smith, G. Sharp, Rozario, and E. Baker (Secretary). The Secretary having read the notice calling the meeting, the Chairman said that as the report had been in the hands of the shareholders for some days he did not think it was necessary for him to read it, and the different items it contained spoke for themselves. He was glad to say that the Company was progressing favourably. The new lease extended for four years more, and if no unforeseen circumstance occurred, they should be able to continue the same dividend as at present, at the same time reducing the loan account. The new building adjacent to the hotel was now completed, and formed a valuable addition to the property; all the furniture had been re-painted, and the directors had carefully examined it and found it in the best order.

The report was then adopted.

Mr. Belilios proposed, and Mr. Vauchier seconded the confirmation of Messrs. S. E. Burrows and W. R. Landstein as directors, which was agreed to. Mr. J. B. Smith proposed the re-election of Messrs. Belilios and Chater as directors; Mr. H. Smith seconded, and it was agreed to. Mr. G. Sharp proposed, and Mr. Landstein seconded the election of Messrs. Erdmann and Cohen as auditors, and it was carried.

The Chairman said there was one other matter he wished to refer to, and that was in regard to the fire insurance on the building. The directors, of course, always took good care that the premises and furniture were fully insured. At the same time they deemed it advisable to alter the amount sometimes, either by increasing it or decreasing it. He should like to have a motion passed at this meeting, leaving it to the directors alone to fix the amount.

Mr. J. B. Smith proposed that it be left to the discretion of the directors to fix the amount of fire insurance; Mr. Cohen seconded, and it was agreed to.

A vote of thanks having been accorded to the chairman on the motion of Mr. J. B. Smith, the meeting terminated.

In the Supreme Court, before the Hon. Chief Justice Smale and Mr. Justice Snowdon, the case of Kresser and others *v.* Jardine and others was heard. Mr. Hayllar, Q.C., instructed by Messrs. Stephens and Holmes, was for plaintiffs; and the Attorney-General (Mr. Bramston), instructed by Messrs. Caldwell and Brereton, was for defendants.

Mr. Hayllar said this was a case in which one gentleman rendered another valuable service, and their statements differed on a very important matter. The recollection of Mr. John Dent, who conducted the negotiation on behalf of the firm of Messrs. John Dent and Co., was very distinct in one way, and that of Mr. James Whittall (of Messrs. Jardine, Matheson, and Co.) was very distinct in another. Plaintiff now sought to obtain from the Court a declaration of how the matter actually stood. The intention of Messrs. Jardine, Matheson, and Co. was to give assistance at a critical time, but it was not their intention to incur loss. The only question was whether such legal steps were taken at that time as did protect them from losses. Messrs. Dent and Co. were a very large firm in China, and had traded there for half a century or more. Towards the end of 1867 their position became extremely critical, and at that time it appeared from Mr. Dent's own evidence, which had been taken before the Commissioner at Shanghai, Messrs. Jardine, Matheson and Co. came forward and offered them assistance to tide them over. Between £90,000 and £100,000 were advanced, and the security was to be, according to Mr. Whittall, all the property of the firm (with the exception of that in Hong Kong and the steamer *Yesso*), including the particular subject of this suit, but according to Mr. Dent's recollection this particular was not included. The learned counsel then went on to explain that the property in question was the shares and dividends in the Canton Insurance office, of which Dent and Co. were general managers, and shares in the Triton Insurance Company, for which they were general agents, the head office being at Calcutta. Dent and Co. were holders of certain shares in both these companies. The learned counsel read Mr. Dent's evidence, and it stated that the shares in the Canton office were not transferred as security to Messrs. Jardine, Matheson, and Company. He said that if Mr. Whittall's recollection of the matter was more accurate than Mr. Dent's, then the question was decided at once. But if, on the other hand, there should be a balance of doubt upon the matter, then it seemed to him it must resolve itself into one of mutual credit, as though these shares had never been assigned at all. The question really was whether as between these parties, who were really joint partners, there was such a credit or such a dealing between them at the time as must necessarily have terminated in a debt.

The Chief Justice asked if Mr. Dent was to be called.

Mr. Hayllar said there would be some difficulty in getting him to attend.

The Chief Justice thought it would be necessary to have him in Court, but after some conversation it was agreed that the case should proceed.

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The Attorney-General then submitted that the defendants had a right to obtain the money entirely apart from any agreements between the members of the firms.

The Hon. J. Whittall was then called as a witness, and the Attorney-General afterwards urged that, by the evidence, there was an agreement, and that defendants were entitled by common law, apart from the mutual credit clause, to set off one debt against the other.

Mr. Hayllar and the Attorney-General having again addressed the Court,

Mr. Justice Snowden said the Court would take time to consider the case.

The P.M.S.S. Company's steamship *Japan* has returned from Aberdeen Docks where she had been to be recoppered. It is gratifying to know that the colony possesses docks capable of taking in some of the largest vessels which have visited the China waters.

We learn that the pirates who made the attack at Aberdeen came from the hills and not from the sea, and the place attacked was the small village a mile away from Aberdeen known as "Little Hong Kong." About twenty men made the attack, none of whom were recognised.

The colony may certainly be congratulated upon the activity which the Surveyor-General is showing in repairing the streets. He is searching out our shortcomings and mending our ways. Jervois-street—one of the most important thoroughfares in the native portion of the town—being that in which the large piece-goods dealers all reside—has been long in a most dilapidated condition, and we are glad to notice that the road is being thoroughly repaired. There seems, however, to be an oversight as far as can be judged by the work as it at present stands. The road is raised about a foot above the level of the footway, and in the event of heavy rain the water must of necessity run into the shops, as it cannot get to the gutter. A centre gutter in the footway would obviate the difficulty. We are told that the Chinese intend sending in a petition on the subject, but as the defect is obvious, this will probably be unnecessary.

Advices from Tamsui state that a severe typhoon occurred there on the 18th July. Foreign property and jetties on the shore have been much damaged. The tea-firing establishments have, however, escaped. Lieut. Gardner and six sailors of H.M.S. *Kestrel*, who were engaged at the wreck of the *Laptek*, and Mr. Greig, of Dodd and Co., have been drowned. The *Laptek* has now entirely disappeared.

The case of Whittall *v.* Bell and others, recently heard in the Supreme Court, resulted in the following verdict:—A majority of five to two of the jury found for the plaintiff upon the first issue, and upon the second and upon the third for the plaintiff in the amount of the original claim of $21,811.70, less $9,726.64 upon credit given by the Hong Kong Distillery Company, making a remainder of $12,016.16, less a dividend of about 10 per cent., amounting to about $10,800 damages. Upon the fourth all the defendants were liable. His Lordship accepted the verdict, but reserved his decision about costs.

SIAM.

BANGKOK.

On the 14th of July the Councillors of State met and took each his oath of office, as provided for by the laws which have been recently established to govern their rules of action.

The details of the ceremony were as follows:—Ten of the most prominent Buddhist priests assembled, rehearsed their incantations, read the imprecations, and the Royal sword was dipped into the consecrated water. This done his Majesty appeared upon his throne, when each of the Councillors rose, read the oath, and drank of the water, pledging fidelity and loyalty; his Majesty then gave to each successively in order the commission of appointment.

After the administration of the oath of office and the distribution of diplomas to the Councillors of State, H.M. addressed them substantially as follows:—"Gentlemen, Councillors of State, your assembling and pledging yourself by your oath of office this day has in view the progressive prosperity of our country. This is the first time that servants of the Government have pledged themselves by an oath like the present; therefore, we confidently expect for the future of our common country progressive prosperity, and that the Sovereign, the Government, officials, and the entire people will be bound together by unflagging fidelity. We entreat you all tenaciously to preserve your fidelity and act, think, and help to your utmost capacity as may be proper from all who are faithful. We entreat the power which is, or he who may be supreme in the universe, and the celestial beings, to preserve you, give you every prosperity, enable you to perform your official duties praise-worthily, supply you with abundance and bless you with righteousness and flourishing families.

P'ra-p'irendr-t'ape, who was sent to Tahk, on arriving at that province was received by the Government officials, and assisted to pursue his journey to the Laosian provinces connected with Chiengmai. All along the route the Siamese and Laosian officials rendered him every assistance in his journey and work.

All the prominent roads and passes to these provinces have been provided with a protective force to carry out the engagements of the Treaty recently negotiated with the Government of the British Indian Empire.

H.M. the Supreme King of Siam has appointed the following ten gentlemen as judges of the Court of Sahn rap-sang.

1. Phya Charoen-Ratchamaitree, N. C., a member of the Council of State, Chief Judge.
2. Phya Rahtsupahwadee, C. M. T. C. W., member of the Council of State.
3. Phya Rahcha-warannukul, T. C. W., N. C. P. M.
4. Phya Krasahpana Kichakohson, T. C. W., M. M., one of the Councilors of State.
5. Phya Bhashakarawongs, T. C. W., P. C., P. M., a Councillor of State.
6. Phya Rahsyot'ah, on of the Councillors of State.
7. Phya Indrat'ibaudee-Sriha-rahtraung muang, P. C.
8. Phra Indrat'ape, M. M., P. C.
9. Phra Maha Montree, T. C.
10. Phra P'irendratape, W. M.

These 10 are temporary judges of this Court, and have not been appointed for life. The time they shall serve depends wholly upon the Royal pleasure.

The place for holding their sessions will be at the sword armory, near the clock tower near the throne room, Anantasamak'om. Sessions commenced July 14th, 1874.

BORNEO.

SARAWAK.

A Committee of Administration was held on the 16th of July, at which the Acting Resident (Capt. Rodway), Commandant (Capt. Bacchus), Treasurer (Mr. J. Innes), Datu Bandar and Imaum were present.

The Rajah's despatch dated May 5th was read to the Members and fully explained.

It was determined that in accordance with instructions received from H. H. the Rajah that the handsome bronze bust, by T. Woolner, of H. H. the late Rajah Sir James Brooke (which was a tribute of respect raised by public subscription), should be removed from Astana, were it now stands, to the new Court-house. The place for the bracket was settled. It was decided that there should be no fresh demonstration, as this matter had been alluded to at the opening of the Court-house.

The Resident of Pontianak has stationed a detachment of soldiers and a gunboat at Madjang, under the orders of the Controller, for the purpose of putting a stop to the frequent raids made by the Dutch Dyaks upon the Dyaks of Batang, Lupar Residency.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 3rd Aug.; no later mail from London than June 19 had been received. The following summary of news is from the *Straits Times*:—

The rental of the new Clyde Terrace market was sold at public auction on the 13th inst., for five and a half months, to a Chinaman, for $370 per month. The farmer took possession on the 15th inst., and leases the stalls out daily, but has, we understand, so far not succeeded in obtaining sufficient stall-renters to cover his expenses, his income from the market amounting to only a little more than half what he has to pay for it. The market building is very pretty, the framework and roof being of iron, and the flooring a casing of granite, filled in with concrete, and covered with prepared asphalte. The meat-stands are iron frames, covered with black slate. There should be no difficulty in keeping the market clean, being perfectly open, having no woodwork about it, the flooring being high, and a deep well-made drain running all round the building. When the new fish-market is constructed and farmed together with this, it is anticipated they will yield a revenue of about $700 per month.

The removal of the General Post-office from its old to its present locality was a step in the right direction, which commends itself at once to everybody's common sense, and there are two other departments of Government whose transfer to Fort Fullerton is equally, if not more, desirable, and would be in accordance with the fitness of things, being departments which are in constant daily and hourly communication with the mercantile portion of the community, and which therefore ought to be in as close proximity with the square as possible. These departments are the Import and Export-office and Shipping-office. In making this suggestion and urging it upon Government there are several considerations which we think ought to be taken into account before any step is taken in the matter. In the first place, the accommodation provided in the new building for the Post-office may be all that is necessary and complete for that department, but in making it only of one storey it cannot be denied that there has been lamentable waste of valuable space on the part of Government, where the ground, limited as it is, ought to have been utilised with careful economy. In the second place, if the de-

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partments we have mentioned are removed to Fort Fullerton, then the opportunity ought to be taken to effect some reforms in the system on which one at least of these departments is conducted.

The Spanish steamer *Marieles*, Captain de Zabala, from Manila 21st inst., with the Manila mails, arrived at Tanjong Pagar Wharf yesterday evening.

A cricket match between the Singapore Cricket Club and eleven from the men-of-war in harbour was commenced on the 22nd. The S.C.C. were the victors in a single innings.

Commercial Report.

(For dates see first page.)

EXPORTS.

TEA.

HANKOW.—Messrs. Drysdale, Ringer and Co.'s Report says:—A moderate business has been transacted here during the past week, settlements being—2,118 chests, 7,923 half-chests, 200 boxes, at 1s. 4½d. to 1s. 7d. per lb.; 2,137 chests, 1,268 half-chests, at 1s. 2d. to 1s. 4½d. per lb.; 429 half-chests at 1s. per lb. The principal sales of the week are of Cheong-sow-kai Tea, for which the market has opened at Tls. 22 to 24½, the favourite chops "Chuen-kut" and "Ping-hing" realising Tls. 24 to 24½ per picul respectively. They were settled last year at Tls. 23¾, but with the difference in Exchange the laid down cost is about the same. At the same time the Teas are not as good as they were then. Other sales reported are, Soong-yong Tea, Tls. 23¼ to 23¾; Low-yong, Tls. 21 to 22; Ping-kong, Tls. 18½ to 20; Wun-kye, Tls. 17 to 19½; Toong-shan, Tls. 19¼ to 21½; Nip-car-see, Tls. 16½ to 18; and a Shun-tam Tea Tls. 13 per picul. Prices continue to range over last year's, and the market is very firm. Some good sales are reported from Shanghai, and Teamen are shipping rather largely there. Russians are the principal buyers here, their purchases being for the "Tchihatchoff." Export per latest Customs Returns:—Hankow Tea, 32,028,746 lbs.; Re-export Kiukiang Tea, 7,897,409 lbs.; total 39,926,155 lbs. Total of settlements at Hankow in first crop Teas Season 1874-75:—

	Chests.
Evans, Pugh and Co.	52,403
Gordon Brothers	44,434
Drysdale, Ringer, and Co.	26,698
Haminoff, Rodionoff, and Co.	25,158
Robert Anderson, and Co.	19,864
Beazley, Paget, and Co.	19,331
D. Sassoon, Sons, and Co.	17,597
Tokmakoff, Sheveleff, and Co.	17,127
R. Bronsted	16,800
Ivanhoff, and Co.	16,414
Gilman and Co.	14,846
Major and Smith	13,906
Ballance and Co.	8,171
Rodewald, Schonfeld, and Co.	6,419
E. Townend and Co.	6,352
Gibb, Livingston, and Co.	5,922
Adamson, Bell, and Co.	5,592
Turner and Co.	4,353
Augustine, Heard, and Co.	4,077
Shaw, Ripley, and Co.	2,237
Total Settled	327,701
Shipped to Shanghai	53,000
	380,701

SHANGHAI.—Black: The market had been fairly active during the week, but arrivals had been considerable, and prices closed rather easier than at the date of last mail. The business had been chiefly in second crops at about Tls. 24 to 28 for Oopacks, and Tls. 29 to 32 for Ningchows. Settlements, 21,423 chests. Stock, 21,000 chests. Prices paid had been:—Oopacks, &c., Tls. 20 to 28; Hohows and Ningchows, Tls. 19 to 36; Oomams and Oonfass, Tls. 19 to 25½. Green: Pingsueys were not in general request, but a fair business had been done, and teamen were willing sellers at the decline quoted in our last. A few chops of new Fychows (Taiping) Tea had been purchased at Tls. 33 to 36. They were of poor-make colour, but fair drawing quality. Settlements had been:—Fychows, Moyunes, &c., 1,052 half-chests, at Tls. 33 to 36; Pingsueys, 11,177 half-chests, at Tls. 24¾ to 50; Shanghai-packed, 2,434 half-chests, at Tls. 29¼ to 31; total, 14,663 half-chests. Stock, 21,600 half-chests. Export to Great Britain (lost cargoes included):—

	1874-1875.		1873-1874.
Black	34,035,099 lbs.	against	33,045,371 lbs.
Green	618,911 „	„	1,285,990 „
	34,653,918 „	„	34,331,261 „

FOOCHOW.—Messrs. Westall, Galton and Co.'s Weekly Letter reports a quieter feeling prevailing since the 11th July, and purchases on a more limited scale for all kinds, excepting Scented Teas, which continue to be much sought after. Congou: The first crop has all come to hand, and shows an excess over last season of 30,000 chests, a very large proportion of which consists of low broken leaf and dusty kinds, the extreme prices ruling at the opening of the market stimulating the supply. The bulk of late purchases consists of second crops, which are coming down, but slowly. The market closes quiet with a downward tendency. Souchong: Prices have again ruled rather in favour of buyers, and a fair amount of business has resulted. Oolongs: The settlements show no alteration. Flowery Pekoe: Only three parcels have been placed, two of which are for India, holders being firm and refusing to accept any decline. Scented Teas are still sought after, and large purchases have been made. The Chamber of Commerce Circular reports the settlements as follows:—Congou: Settlemnts, 40,900 chests, at Tls 4 to 27½. Souchong: Settlements 4,700 chests at Tls. 16½ to 41; arrivals, 3,300 chests.—Oolongs: Settlements, 3,400 half-chests at Tls. 16¾ to 29; arrivals, 8,200 half-chests.—Scented Teas: Settlements, 10,300 boxes at Tls. 23 to Tls. 26½ for Caper, and Tls 24 to Tls. 28 for Orange Pekoe; arrivals, 7,000 boxes.—Flowery Pekoe: Settlements, 500 chests at Tls. 40 to Tls. 50; arrivals, 200 chests.

CARGOES OF TEA AFLOAT.

Sailing Date.	Name.	From	Cargo- lbs.
June 6	Ada	Hankow	988,129
„ 16	Cutty Sark	„	1,270,651
July 6	Glenlyon (str.)	Shanghai	2,000,000
„ 8	Lammermuir	„	1,340,000
„ 17	Thermopylae	„	1,200,000
„ 22	Glamis Castle (str.)	„	2,000,000
„ 25	James Sheperd	„	1,000,000
„ 26	Malwa (str.)	„	1,000,000
Aug. 7	Priam (str.)	„	1,700,000
„ 8	Killarney (str.)	„	1,000,000
„ 9	Teheran (str.)	„	1,200,000
„ 18	Kaisow	„	1,100,000
„ 22	Lothair	„	1,300,000
„ 22	Leucadia	„	1,400,000
„ 22	Wylo	„	1,300,000
„ 23	Glenroy (str.)	„	2,000,000
July 12	Menelaus (str.)	Foochow	1,500,000
„ 22	Cheops (str.)	„	1,600,000
„ 28	Ascalon	„	1,000,000
„ 28	Sir Lancelot	„	1,200,000
„ 28	Dartmouth	„	900,000
Aug. 6	Cassandra (str.)	„	1,500,000
„ 6	Norman Court	„	1,100,000
„ 6	Forward Ho!	„	1,400,000
July 3	Deerhound	Canton	657,684
„ 22	Ajax (str.)	„	1,700,000
Aug. 13	Egeria (str.)	„	1,000,000
„ 13	Montgomeryshire (str.)	„	1,200,000
„ 22	Faith	„	700,000
„ 22	Golden Spur	„	900,000
„ 29	Pekin (str.)	„	1,000,000

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.	4s. 2¾d. to 4s. 3d.	4s. 3¼d.	4s. 3⅜d.
Shanghai „	5s. 9¼d.	5s. 9¾d.	5s. 10d.
Canton „ / Hong Kong „ / Macao „	4s. 2d.	4s. 2¼d.	4s. 2⅜d.
Singapore „	4s. 2d.	4s. 2¼d.	4s. 2½d.
Manila „	4s. 1d. to 4s. 1½d.	4s. 1½d. to 4s. 2d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 307	223
„ Hong Kong	26½ to 26⅞ dis.	—
Bar silver	Tls. 111.2.5	9 prem.
Mexican dollars	„ 73.4.0	2 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 10 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 38 per cent. discount.
China Traders' Insurance Company, $700 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 5 per cent. premium
Hong Kong Fire Insurance Company, $315 prem.
Union Insurance Society (new shares) $60 premium.
China and Japan Marine Insurance Company, Tls. 92 per share.
China Fire Insurance Company, $29 premium.
Victoria Fire Insurance Company, $19 premium
Indo-Chinese Sugar Company, 9½ per cent. dis.
Shanghai Steam Navigation Company, Tls. 90 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 8¾d., at Hong Kong 4s. 2¾d.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company	Tls.500	Tls.500	Tls.200	4 p.c.
Shanghai Gas Company	100	100	140	12 p.c.
Shanghai S.N. Company	100	100	84	12 p.c.
S. Tug and Lighter Company	850	850	550	12 p.c.
French Gas Company	50	50	68	11 p.c.
Hong K. Fire Insurance Co.	$1,000	$200	$515	12 p.c.
North China Insurance Co.	Tls.1,000	Tls. 300	Tls.360	trien.
North China Steamer Company	100	100	20	..
Union S.N. Company	100	100	55	12 p.c.
Yangtsze Ins. Association	500	500	700	15 p.c.
Union Insurance Society	$5,000	$1,000	$1,550	trien.
China Traders Co. (Limited)	1,000	1,000	1,700	$250.p.sh
China and Japan Marine Ins. Co.	Tls. 500	Tls.100	Tls.96	12 p.c
Victoria Fire Insurance Co.	$500	$100	$120½	12 p.c
China Fire Insurance Co.	500	100	130	12 p.c
Hongkew Wharf Co.	Tls.100	Tls.100	Tls.117	12 p.c

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Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From Liverpool, Sept. 7, Diomed (str.).

At HONG KONG and CANTON.—From London, July 23, Taitsing; from Liverpool, 23, Charmer; from Cardiff, 22, Lathley Rich; 20, Frank M. Thayer; from London, &c., previous to Sept. 3, Argonaut, Somerset.

At MANILA.—From Glasgow, July 15, Legaspi.

At SINGAPORE.—From London, Sept. 4, Glenartney (str.).

DEPARTURES.

From SHANGHAI.—For London, July 15, Thermopylæ.

From Foochow.—For London, June 28, Crocus (str.); July 3, Sarpedon (str.).

From HONG KONG and CANTON.—Sept. 3, Historian.

From MANILA.—For Channel, f.o., July 12, Hugh Bourne; for New York, 13, Derwent; 15, Richard Busted; 1, Alhambra (from Cebu); 3, Caller Ou (from Ilo Ilo).

From SINGAPORE.—For London, July 30, Sea Star; Sept. 7, Glenroy (str.); for Boston, 31, Crest of the Wave.

From PENANG.—Verulam.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Aug. 30	Lammermuir	Shanghai	London

THE Yangtsze, British steamer, in bailast, has blown ashore in Hong Kong harbour, but will probably float off at high water without damage.

LATEST TELEGRAMS.

ASSASSINATION OF A GERMAN CONSUL IN JAPAN.

NAGASAKI, SEPT. 3.—M. Haber, Acting German Consul at Hakodadi, has been assassinated. Fanaticism is assigned as the cause of the crime.

RUSSIAN EXPEDITION TO NORTH-WESTERN CHINA.

(TIMES TELEGRAM.)

BERLIN, SEPT. 7.—A Russian expedition under Colonel Sosnovski has just been despatched from Irkutsk to Ouliassoutai, Gobi, and the adjoining provinces of North-Western China, to inquire into the state of the Mahomedan Dungan Rebellion. They are also charged to ascertain whether the Western tea trade could be directed to the Irtish river.

THE FORMOSA DIFFICULTY.

SHANGHAI, SEPT. 6.—It is rumoured that the Formosa difficulty, which gave rise to apprehensions of war between China and Japan, has been settled.

THE WAR IN ATCHIN.

THE HAGUE, SEPT. 5.—Official advices from Atchin state that Patty and Kloewang, on the north-west coast, submitted on the 3rd of September. Negotiations are proceeding to procure the submission of the Atchinese on the north-east coast.

THE REPORTED SALE OF A DANISH IRONCLAD TO CHINA.

COPENHAGEN, SEPT. 7.—Difficulties have arisen with respect to the completion of the sale of the ironclad *Danemark* to the Chinese Government. It is thought probable that the deposit of £7,000 will be forfeited.

THE CHINA TELEGRAPH CABLE.

HONG KONG, SEPT. 7.—The cable between this port and Amoy is interrupted.

MARKET REPORT.—CHINA.

SHANGHAI, SEPT. 5.—Grey Shirtings, 8¼lbs., Tls. 1.9. Cotton, Shanghai, Tls. 9. Tea, black, moderate business; green quiet. Silk, active, firmer; No. 3 Tsatlee Koonfongsings, Tls. 390.

HONG KONG, SEPT. 3.—Grey Shirtings, 8¼lb., $2.45; Cotton Yarn, 16-24 water-twist, $1.15. Cotton, fair medium, Bengal, $13½. Tea, Canton, very little doing; Foochow, demand has slackened, and prices declined; total exports from China and Japan to the United Kingdom, from 1st June to date, 92,125,000 lbs., against 94,500,000 lbs. to corresponding date last season.

THE MAILS.

PRESENT INWARD MAIL.—MARSEILLES, SEPT. 7.—The Messageries Maritimes steamer Donnai, with the inward French mails, from China and Japan, arrived here to-day at 5 P.M. She brings sixty-two passengers and a general cargo, including 1,886 bales of silk, 3,865 packages of tea, and 2,126 packages of sundries for London, which part of her cargo will be forwarded to its destination per Company's steamer Copernic, due in London on or about the 19th inst.

NEXT INWARD MAIL.—ALEXANDRIA, SEPT. 6.—The P. and O. Company's steamer Ceylon left at 10 A.M. to-day for Brindisi, where she may be looked for on the 9th inst.

HEAVY PORTION OF NEXT INWARD MAIL.—ALEXANDRIA, SEPT. 7.—The P. and O. Company's steamer Malwa left Port Said at 11 A.M. to-day, and may be expected at Southampton about the 20th inst. Specie, £59,924.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Sept. 3, at Gravesend, from Colombo, Forest Rights; off Deal, from Singapore, Fire Queen; 2, at Falmouth, from Akyab, Gertrude; Alexander McNeill; 3, Frienze; at Liverpool, from Rangoon, Cashmere; at Queenstown, from Akyab, Harsfjord, Appenina; off Queenstown, from Rangoon, Warwick Castle; Aug. 31, at Hamburg, from Macao, Albatross; at Bremerhaven, from Rangoon, Toivo.

DEPARTURES.—Sept. 2, from Cardiff, for Galle, Marionople; Aug. 27, for Atchin, Antje; Sept. 1, for Singapore, John Clark; from Sunderland, for Trincomalee, Eagle.

SPOKEN.—Isurium, Colombo to London, Aug. 4, 35 N., 41 W.; Progress (German schooner), Hamburg to Yokohama, July 3, 10 S., 32 W.

STEAMER PASSED THE SUEZ CANAL.—Sept. —, Hong Kong, from London, for Singapore, China, &c.

MISCELLANEOUS.—At Suez, Sept. 3, Cheops (str.), from Foochow, for London.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

GREEN—On the 23rd July, at Tanjong Pagar, Singapore, the wife of C. J. Green, of London, of a son.

HEMBER—On the 22nd July, at Shanghai, the wife of Samuel B. Hember, of a son.

MILLER—On the 27th Aug., at Shanghai, the wife of Rowley Miller, of a son.

SARGENT—On the 29th Aug., at 14, Park-terrace, Oxford, the wife of Col. Sargent, C.B., Commanding Brigade Depot, prematurely, of a daughter.

MARRIAGES.

BADHAM—ALT.—On the 27th Aug., at St. John's the Evangelist, East Dulwich, by the Rev. T. D. C. Morse, George Badham, of Forest Hill, and Salter's Hall-court, Cannon-street, solicitor, to Frances Rebecca, eldest daughter of the late Lieut. Alt, H.M. 63rd Regiment.

GOODENOUGH—KINSLEY.—On the 1st Sept., at Vienna, in the Chapel of St. Stephen's, and afterwards at the British Embassy, by the Rev J. Liddell Johnston, William Howley Goodenough, Lieut.-Colonel Royal Artillery, fourth son of the late Dr. Edmund Goodenough, Dean of Wells, to the Countess Anna Kinsley, third daughter of Count Eugene Kinsley, of Vienna, and of Krasna, in Moravia.

LAW—DATO.—On the 15th July, at Shanghai, by the Rev. G. D. B. Miller, William Cleveland Law, to Isabella Harriet Dato.

DEATHS.

AINGER—On the 27th Aug., at sea, William Bradshaw Ainger, Chief Officer of the P. and O. s.s. *Bangalore*.

FLETCHER—On the 28th Aug., at her residence, Hempstead, Tonge, near Sittingbourne, Harriett Fletcher, widow of Joseph Fletcher, of Union Dock, Limehouse, and Tottenham, Middlesex, aged 82.

GRAHAM—On the 16th July, at Bangkok, Siam, George Charles, infant son of George G. Graham.

MARTINDALE—On the 5th Sept., at Gainsborough Lodge, Leytonstone, William Martindale, F.R.G.S., of the firm of Sir W. A. Rose and Co., Queenhithe, E.C., in his 41st year.

STEVENS—On the 19th Aug., on board the P. and O. s.s. *Geelong*, in the Red Sea, John Ward, elder son of John Wells Stevens, Camberwell, formerly of Stowmarket, aged 32.

WE are glad to learn that a concession has been granted to the Great Northern Telegraph Company for laying a land line from Amoy to Foochow, in addition to the line from Foochow to the White Dogs. We may expect to be in telegraphic communication with Foochow in the course of a month. We also learn that the company are laying a cable to connect Yokohama or Yedo with the island of Yesso.

The Post-office announces that, at the request of the Government of New Zealand, the use of the San Francisco and Torres Straits routes for the transmission of mails to New Zealand has been temporarily discontinued, and all mails for that colony will, until further notice, be forwarded solely by the Suez and Melbourne route.

Naval and Military.

H.M.S. Audacious, which has been commissioned at Chatham by Capt. Colomb, late of the Dryad, as the flag ship of Rear-Admiral Ryder, who hoisted his flag as Commander-in-Chief on the China station at Portsmouth on the 1st inst., is an iron-clad of over 6,000 tons, and engines of 800-horse power. She is divided into five water-tight compartments, and is fitted with a formidable prow at her stem. Her length is 280 feet, beam 54 feet, and the loaded draft 24 feet. Her armament consists of ten guns of twelve tons, and two 64-pounders at the bow and stern; the armour platings are eight to six inches thick. The internal fittings are on a very complete scale for the climate. The main deck is ten feet high, fitted with large ports and scuttles; the sick bay we believe to be unequalled in size or ventilation in Her Majesty's fleet. The entire complement of the vessel will be 461 officers and men. We congratulate Admiral Ryder and the officers and men who have to serve on the station on the selection made by the Admiralty of the Audacious, and the efficient manner of her fitting-out. It is expected that she will be ready for sea early in October, when Admiral Ryder will embark with his staff and proceed to their destination. The officers appointed to the present time are as follows:—

**Captain*—Philip H. Colomb. *Commander*—Cyprian A. G. Bridge *Staff Commander*—Frederic A. Johnston. *Lieutenants*—Adolphus F. St. Clair (Flag-Lieutenant), William McC. F. Castle, Herbert J. G. Garbett, the Hon. Francis R. Sandilands, James E. C. Goodrich, and William J. P. Graves. *Sub-Lieutenants*—Arthur R. M. Creagh, Francis J. Ommaney, and Powlett H. E. Hungerford. *Navigating Sub-Lieutenant*—Henry Brayer. *Midshipmen*—The Hon. Seymour J. Fortescue, Francis J. Stuart-Wortley, Egerton B. Cleeve, Frederic F. Fegan, Henry N. Thomson, Algernon H. Oliver, and Charles E. Baxter. *Naval*

* Capt. Colomb is the author of a work, "Slave Catching in Indian Seas," in H.M.S. *Dryad*.

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Cadets—John Martin, William G. Stewart, Arthur Dodgson, Henry V. Hart, Henry T. C. Knox, Trevenan P. Coode, Frank A. Garforth, Charles H. Dundas, and E. N. Etzukie (Japanese). *Chaplain*—The Rev. Charles J. Corfe, B.A. *Staff Surgeon*—Francis W. Davis. *Paymaster*—William T. Richards. *Assistant Paymaster*—Charles Topping. *Surgeons*—William H. Stewart, M.B., and E. H. Saunders. *Chief Engineer*—Charles P. Turner. *Naval Instructor*—James R. Clark, M.A. *Engineers*—J. Hird, C. G. Muller, F. S. Turner. *Assistant Engineer*—1st Class: H. E. Wingfield. *Assistant Engineers*—2nd Class: J. R. D. Johnson, E. Little. *Acting Engineer*—1st Class: J. W. Bennington; 2nd Class: Thomas Agnew.

The Vigilant, paddle despatch vessel, Lieut. Commander Ryder, which was commissioned on the 18th ult. as tender to the Audacious, is being fitted out at Portsmouth with all despatch.

The new ironclad turret ship El Plata, built for the Argentine Confederation, was launched on the 29th ult. at Messrs. Laird's shipyard, Birkenhead. The ship was christened by Sinorita Garcia, the daughter of Senor Garcia, Minister Plenipotentiary to the United States, and now in England on business of the Confederation. Senor Garcia was present with a large party of friends at the lunch which followed. In responding to the toast of success to the El Plata and the flag she carries, he expressed the warmest friend-hip for England, which had been, he said, the first great Power to recognise the independence of the Argentine Republic, and had proved the best friend it had in the world. Senior Frias also expressed friendship for this country. The El Plata is heavily armoured, and will carry twelve of the largest guns. She is now in dock, where she will receive her engines.

A good service pension has been conferred upon Colonel F. G. Kempster, Madras Staff Corps, with effect from April last, in room of Major-General L. Barrow, C.B., who has succeeded to the Colonel's allowance. Colonel Kempster was appointed Ensign, 1837; Lieutenant, 1840; Captain, 1853; Major, 1861; Lieutenant-Colonel, 1863; Brevet-Colonel, 1868. He served with the expedition to China, 1842, and was present at the assault and storming of Ching-kiang.

Mr. W. H. White, engineer, R.N., who has been appointed to the Audacious, the new flagship on the China station, has received a vot, of thanks from the Working Men's Conservative Club at Portsmouth "for his regular attendance at their meetings, as well as for the valuable assistance he rendered to the Conservative cause at the last election."

Brevet-Major W. C. O'Shaughnessy, who, since 1869, has been serving as assistant military secretary to Major-General H. W. Whitfeild, commander-in-chief in China, is about to join the first battalion of his regiment, the 12th, now serving at Kinsale.

Lieut. W. H. Chippindall, Royal Engineers, has proceeded to join Col. Gordon's Expedition in Central Africa. He was specially applied for by Col. Gordon.

H.M.S. Challenger has completed the soundings between Sydney and New Zealand, and will probably arrive at Hong Kong in December.

Miscellaneous.

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RIFLES AND AMMUNITION FOR CHINA.—*The Times* Paris correspondent writes:—"The Marseilles packet of 31st Aug. conveyed sixty-eight chests of Remington rifles, 1,300 in all. These rifles came from the entrepôt of Cherbourg, and were destined for Shanghai. A battery of six pieces Montagne has just been despatched from Germany, *via* Belfort, for Foochow. It will be embarked at Marseilles on the packet of the 6th. The Messageries Company having refused to take 4,000,000 cartridges from Cherbourg, Mr. Morris, of the Boulevard des Capucines, offered a Havre steamer which would embark at Cherbourg 5,000 to 6,000 Remington rifles and 5,000,000 cartridges. The steamer is now loading at Havre, whence it will proceed to London to take in a cargo of arms and military equipments. Other Montagne cannons will shortly be despatched. The wheels and gun-carriages will be sent from France, and are all in readiness, their destination being Foochow and Shanghai. A German is at the head of these operations."

THE P. and O. Company's steamer *Cathay*, Captain Dundas, arrived at Southampton on the 6th inst., with the heavy India, China, and Australia mails, and 133 passengers. She brought £580,000 in specie, 2,076 packages of silk, 5,148 chests, 2,587 half-chests, and 17,141 boxes of tea, and 772 packages of sundries. The *Cathay* left Shanghai 12th; Hong Kong, 18th; Singapore, 25th; Penang, 27th July; Galle, 5th; Aden, 16th; Suez, 22nd; Alexandria, 25th; Malta, 28th Aug.; and Gibraltar, Sept. 1. Her Majesty ship *Frolic* was at Shanghai; the *Elk*, *Swinger*, *Opossum*, and *Princess Charlotte* at Hong Kong; the *Cadmus*, *Basilisk*, *Charybdis*, and *Hart* at Singapore, the *Cadmus* homeward bound; the *Avon* at Penang.

THE Chinese Government some time ago complained that an American naval officer was engaged with the Japan Government against Formosa, which was considered an offence against China. In order to remove the cause of complaint the Navy Department has revoked the leave of absence heretofore granted to Lieutenant Commander Cassell, and he will, therefore, withdraw from the expedition, on which he was only a volunteer.

MESSRS. CALDWELL AND BRERETON, solicitors of Hong Kong, announce that as Alfred Kirchner, Heinrich Boger, and Christian Frederick Grossmann, lately trading under the firm of Kirchner, Boger and Co., have assigned all their estate and effects to Adolf Andre and Carl Wilhelm Soigfried, of Victoria, Hong Kong, the trustees for the creditors, all creditors of the late firm should send in their claims to the trustees, or their solicitors, before the 1st of November next.

THE Imperial College at Tokio, Japan, and the other Government schools have lately held their annual examinations, and vacation has commenced, to continue until September next. Professor M. M. Scott, formerly a teacher at the Rincon School, in San Francisco, has been Principal of the Japanese Norman School, and has proved himself an efficient teacher and a particularly successful organiser of great value to the Japanese.

MR. CAMPBELL, Secretary to the Commissioners of Maritime Customs, was the delegate from China attending the conference held in London last week for the discussion of subjects connected with maritime meteorology.

THE China Trans-Pacific Steamship Company's steamer *Vancourer* arrived at San Francisco, from Yokohama and Hong Kong 5th inst. The *Vasco de Gama* sailed from Hong Kong, for Yokohama and San Francisco 3rd inst.

THE Pacific Mail steamship *Colima* arrived at Yokohama on the 2nd ult. Her sailing time from San Francisco was seventeen days and thirteen hours, being the quickest passage ever made between these ports.

THE Japanese Secretary in Vienna has arrived with his wife at Aix-les-Bain. From this watering-place he intends proceeding to Berne, in order to be present at the International Postal Conference.

GERMANY.

(FROM OUR OWN CORRESPONDENT.

HAMBURG, AUGUST 31.

The Bank of Prussia has given notice that all bills brought to them for discount and falling due in 1875 must be drawn in the new currency. According to the returns compiled to be laid before the Federal Council the thirty-four Banks of Issue in Germany had on the 31st October, 1873, a paid-up capital of 130,833,000 thalers, and their notes in circulation were 441,500,000 ditto, of which only 298,300,600 were covered by bullion, coin, and securities.

The filial establishments at Hamburg and Bremen of the Deutsche Bank (Action Gesellshaft) have been so successful in their financial operations this year, that in the term ending June 30th they had made a clear profit of 9 per cent., or at the rate of 18 per cent. per annum, whilst the dividend of that bank last year was only 4 per cent. The value of the shares has not been given for some time past in this market, but now they are quoted in the official share list at 89½ to 90 per cent.

The *Berliner Volks-Zeitung* of the 6th inst. publishes an article on Chinese coolie labour, chiefly with reference to Peru and Salangore; but as it contains only extracts from a South-American paper to the glorification of Mr. Meiggs, the enterprising contractor for the Peruvian Railways, and partly from some remarks of your contemporary, the *Hour*, *à propos* of the new company formed for the purpose of working the tin mines in the Malay Peninsula, I need not enter further into the subject.

Some young Japanese are to be sent at the charge of their Government to Pilsen in Bohemia to learn the art of brewing. The Japanese Ambassador at Vienna, Sano Tsunatami, on his return from Carlsbad, stopped a couple of days at Pilsen to inspect the Great Joint-Stock Company Brewery there, and was so much pleased with the quality of their beer that he gave them an order for a considerable quantity to be sent out to Japan for the use of the Court there, and asked the Director if he would instruct some of the young Japanese now on their way to Europe, which was willingly agreed to, and his Excellency promised to send him some of them on their arrival.

The New York *Handels-Zeitung* states that the appointment of a number of American citizens to the Japanese service and employed in the expedition to Formosa, has given rise to reclamations and complaints on the part of the Chinese Government, who consider such conduct as a breach of neutrality.

The Copenhagen journal *Folkets-Avis* announces that in a very short time, and partly in fulfilment of the wish of the Chinese Government, a Minister Plenipotentiary will be accredited with the sovereigns of China and Japan to protect the interests of the Danish subjects in those countries and the shareholders of the Great Northern Telegraph Company.

It will no doubt be interesting to many of your readers to learn that the beautiful Gothic structure of the Church of St. Nicholas, designed and executed by Sir George Gilbert Scott, of London, has been finally completed, and was inaugurated on the 26th inst., in the presence of members of the Senate, the diplomatic body, the civil, ecclesiastical, and military authorities, and a large concourse of spectators. The architect was also present, having come over on purpose to witness the imposing ceremony. The old church, on whose site the present one is constructed, was burned down in the great conflagration that destroyed nearly one-half of this city in 1843, since which it has risen like a Phœnix from its ashes, and is now become one of the handsomest cities in Europe.

The seat of the Imperial German Consulate at Foochow has been removed to Amoy, and includes in its Consular jurisdiction the province of Fookien and the island of Formosa. This is officially gazetted under date of the 15th inst.

Herr E. von Leesen, a native of this city resident at Nagasaki, is appointed German Consul at that port.

Messrs. Krummel and Militzy of this city, who failed, with liabilities to the sum of 790,000 marks, have the greatest liabilities in London, Manchester, and other parts of England.

SHIPPING.

ARRIVALS.—Hermann and Emma, Dorothea, and Lesseps, from Rangoon; Sylvia (str.), from China; Albatross, from Canton and Whampoa.

SAILED.—Aline, to Rangoon.

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: WEDNESDAY, SEPT. 9, 1874.

THE PRINCE OF KUNG'S DESPATCH ON THE WOOSUNG BAR QUESTION.

NEVER in the whole course of our experience of Chinese diplomacy have we seen so plain-spoken a document as this. However much the excuses put forward in it may be ridiculed in the present days of progress, it is impossible not to admire the definite and tangible terms of the despatch, and we trust that on all questions which may arise in the future the reasons given by the Chinese authorities for the course they adopt will be equally explicit. The views entertained by the Southern Superintendent of Trade and the Prince of KUNG on the subject of treaty obligations are, to say the least of them, somewhat novel and curious. The former official, not over familiar in all probability with the text of the treaties, seizes upon Article XX. of the British Treaty, which after all he quotes incorrectly, and points out that, although the Chinese are bound to come to the aid of British vessels which may be unlucky enough to get stranded on the coast, yet the article in question "says nothing about digging out the sand bars on which these vessels are stranded!" We should have been surprised if it had done so, and we think that Lord ELGIN could hardly have contemplated the possibility of this article ever being employed in such a comical way, or, perhaps, he would have been still more exact in the language he used. Indeed, the notions of the Southern Superintendent of Trade on the subject of the article would scarcely be worth even this passing allusion but for the notable conclusion at which he arrives in consequence of his lucubrations. "It is plain enough," he says in the rather lame translation before us, "that the only feasible "way to do is to build the ships to draw more or less "water according as the entrance of the port is deep or "shallow." If we do not adopt the advice given us by this very enlightened official, our steamers and sailing vessels must be content to follow the example of the Chinese junks. They anchor, he tells us, when they come to a shallow spot, and the boatmen go to sleep on the ship's bow, quietly waiting till the tide rises, when they sound the rattles and go on their course as they like. This is a method of proceeding which will naturally commend itself to the captains of our mail packets and trading steamers, to whom, of course, time is no object, and to whom a delay of a few hours cannot possibly cause any serious inconvenience.

Turn we now to the Prince of KUNG'S ideas of treaty obligations. His Imperial Highness, during his long tenure of office, has had occasion to make himself well acquainted with the text of the treaties and conventions with foreign powers, and he is not so foolish as to blunder about the twentieth article of our treaty, which has no particular bearing on the question at issue. So, ignoring the nonsensical and crude view expressed by his subordinate, and prompted, doubtless, by the hidden influences which teach him VATTEL, and instil into his mind some diluted and hazy ideas about International Law, he boldly pins his faith upon "Art. 10 of the Trade Regulations, wherein the dis-"tribution of lights, buoys, beacons, and the like at all the "ports and their maintenance are provided for out of the "tonnage dues, but no mention is made of dredging the "channels." The Prince is literally correct; no mention is made of dredging the channels; but did he never arrive at the true meaning and import of Art. 32 of the British Treaty, and of that portion of the tenth Trade Regulation which he quotes with such unction as a knock-down argument? Did it never occur to him and his advisers that the obligation thus imposed upon the Chinese was the facilitating of navigation in every conceivable way? Surely the clearing and deepening of the channels leading to such an important centre of commerce as Shanghai are necessary to facilitate navigation. What will be the use of lights, buoys, beacons, and *the like*, if the Chinese are to allow the approaches to the harbour to be blocked up? And why—as the Chinese authorities are so anxious on this occasion, when they think it will serve their purpose, to keep to what appears to them to be the literal and proper interpretation of their treaty obligations—why, we ask, should we not maintain, and maintain successfully, that the dredging of channels *is* covered by the generalisation which we have placed in italics? In our own country, if an important harbour, or the entrance to it, shoals at all, we expect to see, and we do see, the dredging machine do its work with as much regularity as the lighthouse; and why should it not be so in China? If Lord ELGIN had ever conceived the possibility of the Chinese becoming such dolts, and so blind to their own interests as to refuse to keep the channels to their ports free and clear for the navigation of foreign ships, from which they derive such enormous advantages, we doubt not that he would have gone a little more into detail in the wording of Art. 32 of our Treaty, and that he would have specifically mentioned dredging machines and other necessary appliances for keeping the harbours of the open ports of China, as well as the approaches thereto, in a fit and proper state for use by vessels of all sizes. How does the Prince of KUNG reconcile the position which he now takes up with Mr. WADE'S despatch to Earl GRANVILLE, dated July 22nd, 1872, in which our Minister states that he finds on enquiry "that Mr. HART "had been authorised by the [Tsung-li] yamên to expend "a considerable sum upon a dredging apparatus to be em-"ployed specially at Woosung?" Mr. HART'S position in this matter is to us quite inexplicable if what is stated by the *North China Herald* of June 27 be literally true, viz., that "when pressed lately on the subject of dredging the "Woosung Bar, the Tsung-li yamên quoted a despatch of "Mr. HART'S to the effect that they might as well throw "money into the river as undertake that work."

We expressed our views on the subject of the tonnage dues several weeks ago, and we hope that our remarks on that occasion may have been translated for the benefit of the Chinese authorities, and that they will profit by them. We are still of opinion that a portion of this fund ought to be employed for such purposes as dredging bars and harbours, for if the tonnage dues are not to be employed for such and similar purposes it is high time that they were materially reduced, if not altogether abolished. Why is it that the Chinese are so hopelessly, so idiotically obstructive in such matters as these? They admit now in the most unequivocal terms the obligations they are under to provide and maintain lights, buoys, and beacons, but any one whose experience of the country dates from but a few years back will remember the trouble there was to induce them to adopt even this limited interpretation of what it was always unmistakably their bounden duty to do. The Prince of KUNG is unfortunate in his allusion to the rights of nations governing their own countries, and it is sheer nonsense for him to say that "at the entrance of the "Woosung river there used to be forts, and now the river "has made itself a bank which may be regarded as not only "like a bar in a gate, but as a defence placed there by "Heaven, and to be taken in the sense of a protection."

We need say nothing about the engineering difficulties raised in the despatch under consideration, for it is sufficiently notorious that the Chinese are not gifted with the ability necessary to cope successfully with such difficulties, and are in consequence naturally timid about them; but if they would only avail themselves of the skill and science which foreigners would most readily and gladly place at their disposal, they would soon find that these difficulties are not by any means insurmountable, and further, they would be able afterwards to deal more effectually with the vagaries of the Yellow River and other streams which now

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annually cause incalculable ruin and desolation in various parts of the Empire.

A word in conclusion upon one or two matters incidentally raised in the course of this despatch. The Southern Superintendent of Trade, at the close of his notable report, exhibits some ignorance of the mysteries of tonnage dues, for he says that he has thought the matter over and over, and finally believes that it cannot now be undertaken, because, apart from "the flood tide "causing the bar to grow, it is not easy to provide the "means." Had the Chinese, if the tonnage dues were not sufficient for the purpose—a most unlikely eventuality, —only employed upon works of practical utility like this a few of the many millions of taels which they have squandered on dockyards, arsenals, and matters relating thereto, there would have been no lack of money available for an occasion like the present, and they would have thereby been saved the disgrace and humiliation of making such an impotent and ridiculous figure before the world as they have done in their quarrel with the Japanese. In this matter of what avail have been (we quote the words of the Prince's despatch) "preparations of an army, raising up marines, building up forts," frigates, gunboats, Dahlgren guns of Nanking manufacture, home-made Remington rifles, &c., &c.? Of a surety they had far better have spent the money thus wasted to no purpose on the "dredging of channels" and in stopping and providing against the frightful calamities caused by inundations; for if after all their vast expenditure on arsenals and warlike *matériel* they cannot successfully oppose a descent on Formosa by a comparatively petty power like Japan, what will they do if they have a stronger enemy to deal with? They may rest assured that their Heaven-sent defence will not stand them in good stead, however much it may appear to the Chinese mind to be "like a bar in a gate."

RUSSIA AND CHINA.

JUDGING from the tenor of a telegram from *The Times* correspondent at Berlin, which we published in our last issue, there would seem to be some chance of a collision between the Russians and the Chinese on the extreme north-western boundary of the latter Empire. We speak thus guardedly, for it is not by any means easy at first sight to grasp the true significance of the news we have received, and, in point of fact, its real import depends, to some extent, on the actual condition of matters with regard to the Kulja district, which, we may mention, is now called Prulinsk on the best maps. It has been the fashion to call this the Russian province of Kulja, and to speak of it as having been *annexed* by that Power in 1872; but the most recent intelligence from that remote part of the world, which has been brought by a traveller who has lately been there, states that the Russians themselves do not claim it as a province, but merely exercise a protectorate over it in consequence of the internal dissensions existing there three or four years ago, and that the district in question is still an integral portion of the Chinese Empire. We are bound to say that such a curious state of things is somewhat difficult of comprehension, but many matters connected with Chinese statesmanship and policy are even more difficult of comprehension. The telegram says that the Russian Government has determined to construct a military road from Semipalatinsk to the Chinese frontier, but this is very indefinite, for the road may run due south or in a south-easterly direction, in the former case, we suppose, passing through Kulja, which is fully 450 miles from Semipalatinsk. The Chinese troops are said to be "threatening the new Russian province of Kulja," and to be "stationed on the Semipalatinsk frontier." This, again, is indefinite, and at the same time unintelligible, for if the Chinese were simply threatening Prülinsk, why should they be at the trouble of going to the north to the Semipalatinsk frontier when a comparatively easy road—the Tien Shan Pei-lu—leading direct to the town of Kulja, is open to them? We confess that we are at a loss to understand the matter taken from this point of view, for it seems to us to involve some serious improbabilities. A solution of the difficulty suggests itself which would account for the appearance of Chinese troops in a position which may involve them in trouble with Russia. It is well known that our new ally, YAKOOB BEG, the *de facto* Ameer of Kashgar, has been pushing his forces eastward along the Tarim, and casting greedy eyes on portions of the outlying Chinese province of Ili, and that a Chinese corps of observation—if such a term can be given to the rabble which, in the opinion of the Celestials, constitutes an army—has been for some time past stationed at Hami watching events. Now, the Ameer's line of march would lie along the Tarim Kul, to the south of Prülinsk or the Kulja district, in what is called the Tien Shan Nan-lu; and it is suggested that the Chinese are probably executing a strategical move—if, indeed, they are capable of such a thing—and having taken the Tien Shan Pei-lu, have marched westward from Hami, intending to cross the Kulja valley, or else to work round the north of the district under Russian protection, and then to strike south, and cut off the Ameer's retreat. This view presents an intelligible reason for the Chinese *appearing* to threaten the Semipalatinsk frontier.

WITH considerable satisfaction we call attention to a telegram in another column, announcing that the differences between the Chinese and Japanese in regard to the raid on Formosa, have been adjusted without recourse to hostilities. There are many who will regret this peaceable solution of the difficulty, for there are in China and Japan a number of foreign rowdies and would-be filibusters, who regard such an opportunity lost as a great calamity. Merchants also rival each other in the supply of arms and ammunition, and the competition affords an opportunity for showing up the worst features of the trading class. Although a brush between the two countries would have caused a stir in some branches, there is no doubt but that our trade on the whole would have suffered considerably. By another telegram, in regard to the purchase of the Danish ironclad, we see that the contract is not likely to be carried through, and this is no doubt owing to the receipt of the news noticed.

A LETTER from Yokohama in the *Cologne Gazette* says that the Koreans seem determined to provoke the Japanese to make war upon them. The old antagonism between the two nations is embittered by the acceptance of European institutions by the Japanese, and Korea, which is strongly opposed to these novelties, has manifested its dissatisfaction by destroying some fishermen's villages in the Japanese islands opposite the Korean coast. The Koreans have built extensive fortifications, and armed them with rifled cannon; their army is tolerably well equipped, and it is being trained by Chinese instructors who have served under European officers — chiefly Frenchmen — in the Chinese army.

MR. NACAYAMA, who has been for some time Japanese Consul at Venice and Milan, has been withdrawn. It is clear that the Japanese Government have decided on a considerable retrenchment in the way of Embassies and Consulates, which have been opened up rather at random and at great cost. As usual in such cases, they now proceed to the other extreme. Considering the great interest that silk and its culture is to the Japanese, we think it a mistake to close the Consulate at Milan. H.E. SANO is still travelling on the Continent, but will probably return to Japan early in October with Baron VON SIEBOLD.

BY the last mail from the Straits we observe that the telegram sent out in July in reference to the Treaty of Perak was misquoted. REUTER'S inform us it was telegraphed out on the authority of the *China Telegraph*. Up to the present it has not been ratified, but there is no doubt that it will be on the return of Lord CARNARVON.

THE French Minister of Public Instruction has lately received from KIDO, who is the head of the Department of Public Education in Japan, a letter, thanking the French Government for the gift of a series of French works on History and Agriculture, and promising to send in return a number of Japanese books of similar kind.

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Literature.

Mr. Henry S. Munroe has just published, in connection with the geological survey, his report on the Yesso coal. "It will be seen," he says, "that these Japanese coals are widely removed in composition from all coals of similar age, and can be compared with the best carboniferous coals; they are, therefore, neither *lignites* nor *brown coals*, but true bituminous coals."

The *Athenæum* says:—A great literary curiosity is now for sale at Peking. It consists of a copy of a gigantic work, composed of 6,109 volumes, entitled "An Imperial Collection of Ancient and Modern Literature." This huge encyclopædia was commenced during the reign of the Emperor Kang-he (1662-1722), and was printed at the Imperial Printing Office, where a complete fount of copper type was cast for the purpose. Its contents are arranged under thirty-two divisions, and embrace every subject dealt with within the range of Chinese literature. Unfortunately, the greater part of the type employed in printing the work was, after the publication of the first edition, purloined by dishonest officials, and the remaining portion was melted down to be coined into cash. The result is that very few copies are now in existence, and still fewer ever come into the market. The price asked for the present copy by the Chinese owner is, we believe, about £4,000.

Sir Rutherford Alcock's pen is becoming so very prolific that we can hardly keep pace with him; at the same time it is pleasant to find that, though he has retired from active service, his thoughts are still earnestly and ever directed to that part of the world in which he has spent so many years of his life. It is but the other day that we drew attention to Sir Rutherford's long letter in the *Pall Mall Gazette*, and now we have before us a still longer and still more important paper by him in *Macmillan's Magazine* for September. Sir Rutherford commences by giving an interesting and rapid survey of Central Asian matters. In this he naturally finds occasion to speak of the manner in which the Chinese try to prevent our crossing their inland frontier, and knowing as we do the views which he takes on questions relating to China—views, too, which are usually antagonistic to our own—we are somewhat surprised to find him concluding this portion of his essay with the following sentences:—"Hostility begets hostility, and injurious action along the whole Chinese inland borders cannot be compensated by a forced admission of a right of trade on the coast. The manifest contradiction between the two only tends to prove a total misapprehension on the part of China of the rights of nations in mutual intercourse." Sir Rutherford next turns his attention to China Proper and Japan, but more particularly the former, and he discusses at great length "what is now passing there, and the tendency as well as the aim of the progress observable." In the course of his remarks he speaks in the highest terms of commendation of the administrative ability and energy of Mr. Hart, the Inspector General of Customs, and he has a word to say in defence of the course pursued by the Chinese in regard to the dredging of the Woosung Bar. In this connection, when speaking of the inadequacy of the tonnage dues of 1872 to pay for a work of such magnitude, he entirely omits to allude to the enormous accumulations of bygone years, in which lighthouses were not, and buoys and beacons were few and far between. We must not omit to mention that at the conclusion of his paper Sir Rutherford incidentally furnishes Messrs. Bryant and May with a capital advertisement for their lucifer matches.

Under the title of "Up the Grand Canal of China" the current number of the *Atlantic Monthly* contains an article which is very remarkable for the hopeless inaccuracy of its nomenclature. The blunders, indeed, are so continuous that the responsibility for them can hardly be shifted on to the shoulders of the printer; besides, the article bears date early in May of last year, so that a proof might have been corrected in any part of the world. When we took up the magazine we not unnaturally expected to find an account of a journey from Soochow to Tientsin, but we were mistaken. The writer went from Shanghai to Soochow, and thence to Tenyan (? Tan-yang); from that place he walked to Chinkiang, as his boat had got entangled in one of those blocks which are not uncommon in the canal. Of the Grand Canal we hear no more! The writer went by steamer up to Hankow and back to Shanghai, making a trip to one of the Kiukiang tea districts, *en route*; from Shanghai he found his way to Peking. Had we not been intimately and personally acquainted with nearly all the places named we should have been sorely puzzled to recognise them in their strange garb. Further, the chief Chinese official residing at Shanghai is repeatedly spoken of as the Tantai!

The *Cornhill Magazine* contains a delightfully complete and interesting article on the Danish National Theatre. The Danes have had for more than a century a State-supported theatre in Copenhagen, and what is more important, they have been blessed with men of sufficient dramatic genius to give them an original and individual drama. In this last respect Denmark stands alone among the small nations of Europe. The writer in the *Cornhill* has been led to take a survey of the Danish drama at this particular time by an event of some importance in its history—the demolition, to make way for a more spacious building, of the old theatre upon whose stage have been produced all the plays of the famous national dramatists. And the Danish stage differs very notably from our modern stage in this respect, that it has always commanded the services of the most distinguished poets.

The September number of the *Geographical Magazine* contains "Routes to the North Polar Regions," by Admiral Sherard Osborn, the fourth of Captain J. E. Davis's series of papers on the "Voyage of the *Challenger*," and a "Contribution to Cyclone History." There is also a curious note on "Tea Culture in Japan as Affected by Ocean Currents," and a notice, from an R.G.S. point of view, of Mr. W. D. Cooley's notable pamphlet on "Dr. Livingstone and the Royal Geographical Society." From the "Log Book" we learn that, when on Aug. 1 the Presidents of the R. S. and R. G. S. had an interview with Mr. Disraeli on the subject of the Arctic Expedition in 1875, "the Prime Minister asked numerous questions and promised to read the papers that were left with him, and to consider the subject carefully with a view to its early decision."

Mr. F. O. Adams, Secretary to the British Embassy at Berlin, has just completed the second volume of his "History of Japan from the Earliest Period to the Present Time." It is to appear in October, and carries on the history of Japan from 1865 to 1871.

The September number of *Art* contains sketches of Antony and Cleopatra, Age, and Scottish Deer Hounds. All these are excellent, and the letter-press, by the editor, Mr. Forbes Robertson, is very interesting and instructive.

In the *Gentleman's Magazine* for September "Olympia" and "A Rambling Story" continue to be the main features of interest. A paper of John Poole, the author of "Paul Pry," is very readable.

THE JAPANESE IN FORMOSA.

(SATURDAY REVIEW.)

A threatened quarrel between China and Japan is a symptom of the vast processes of change which have supplied to the present generation an unprecedented variety of political experience. Both States had long been regarded as strange and almost unintelligible instances of an ancient and stagnant civilisation. The trade of China was valuable both to the East India Company while it enjoyed a monopoly, and to the merchants who eventually succeeded in removing the former restrictions. In Japan, according to popular legend, the Dutch were allowed a limited intercourse on condition of trampling on the Cross; and it was more certain that all other foreigners were absolutely excluded from the kingdom. The extraordinary aptitude of the Japanese for the adoption of novel practices and modes of thought could by no possibility have been anticipated, even if the remarkable literature of which only a few specimens have been since translated had been known to foreigners. The Chinese also have been profoundly influenced by the results of two unsuccessful wars. If the Chinese, who are naturally indifferent to danger, once succeed in organising their forces after the European fashion, their enormous numbers will render them extremely formidable. It was always difficult to believe except in a vague and careless manner, that three or four hundred millions of people acknowledged the authority of a single Government. Except by a great superiority of arms and discipline, no existing State would find itself a match for China. The Japanese came within reach of Western influences much later than their neighbours; but they have since made far more rapid progress. The Chinese and Japanese are perhaps equal in military qualities, but the resources of China are inexhaustible. If it is not thought prudent to engage in a naval contest, the Chinese will find little difficulty in landing troops in Formosa, who will be supported by the native population. The territory and the harbours of Formosa might perhaps be valuable if they could be safely acquired, and the substitution of a more civilised race for the piratical inhabitants would tend to general advantage; but no acquisition of the kind could be worth the risk of a serious quarrel with China. If the Japanese navy is employed elsewhere in the repression of piracy in the Eastern seas, the commerce of all countries will be greatly benefited. It is not known whether the Government of Japan has reasons of domestic policy for undertaking aggressive enterprises. It is highly probable that recent changes may have created discontent which it may be thought prudent to divert into the channel of foreign enterprise; and Japan is showing itself sufficiently like Europe to render conquest and military fame the most certain foundations of popularity. The national feeling, if it has been consulted by the Government, will perhaps be satisfied by the attainment of the original object of the expedition; and withdrawal in deference to Chinese remonstrances may easily be explained away. On the other hand, it is possible that the invasion of Formosa may have been part of a deliberate policy for gratifying the national ambition and forming an efficient army. It is impossible to foresee the immediate result of a war between Japan and China, though the greater Power would in the long run almost certainly succeed. It would be difficult for the Western Governments to remain indifferent to the injuries which would be inflicted on commerce and to the diplomatic complications which might probably arise.

Should the political complications in the Far East not be unravelled by some afterthoughts of diplomacy, the world must be prepared for a strange spectacle—a naval war between two purely Oriental Powers. The Imperial Governments of China and of Japan each claim a territorial sovereignty over the extensive and luxuriant island of Formosa, which, geographically speaking, is more closely allied with the former than with the latter, while, from the point of view of history, its relations with Japan are of the most shadowy and traditional character. Under no circumstances could we anticipate a collision of the true Asiatic kind between two armadas of junks, painted, high-pooped, with

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temples on their decks, and double-sworded warriors chanting heroic songs; for the East is becoming less Eastern every day; the mysteries of interior Japan have been dissipated; no longer are mariners awed by miles of white calico batteries daubed with black representations of port-holes, as in the epoch when Thunberg travelled; war steamers are among the arsenals of those immemorial nations, and their orders are transmitted to Europe for Krupp's guns of the largest calibre. The Chinese, pitted against any Asiatic population—the military castes of India excepted—are formidable enough in the field, and their fortifications and castramentation are not, regarded in such a light, contemptible; but they are less maritime in their experience than the Japanese, and both nations suffer from the long and deliberate discouragement by their several Governments of naval architecture. The actual dispute, however, is a striking sign of the times. It is not pretended that China wants additional territory. Populous though the empire be, there exist immense tracts capable of maintaining their millions almost without number. Nor is the vast dominion of the Vermilion Pencil poor in the matter of frontiers, since it enjoys, perhaps, the widest in the world; but it wants outlets, and the Japanese have hit upon the same secret. With them the object is less to possess Formosa than to exclude the Chinese from the island.

The Shanghai correspondent of *The Times* writes:—Copies, said to be authentic, of correspondence which has passed between the Japanese and Chinese on the subject of the Formosan occupation have lately found their way into the native newspaper here, and translations have appeared in the local foreign press. The most important of these is a letter purporting to have been addressed by the Chinese Tsungliyamen to the Minister for Foreign Affairs in Japan. It admits that the question of a mission to Formosa by the Japanese did come up for discussion when Soyeshima, the Japanese Minister, was in Peking, but asserts that all that passed was only in the nature of a conversation, and that the proposition, as put before the Chinese, was simply to send a peaceful mission to the aborigines in order to induce them to treat chance visitors from Japan to Loochoo with humanity, the Japanese Minister having particularly observed, on "shaking hands" to take leave, that there should be no intrusion on either part upon the other's territory. The Hong Kong papers have given publicity to another interesting document, which, if authentic, somewhat contradicts the Tsungliyamen's letter just noticed, as to the nature of the understanding come to with the Japanese Minister at Peking. It professes to give the text of the instructions sent by the Privy Council of Peking to Shen, the Commissioner, associating with him the Viceroy and Commander-in-Chief of Fukhien, the Viceroy of Kiangsu, and Li-Hung-chang, the Viceroy of Chili. Referring to the visit of the Japanese Minister, it declares that nothing transpired with regard to the Formosan aborigines during the negotiations at Peking, and ascribes the expedition to an afterthought, induced solely by an evil lust for Chinese territory, on the part of the Japanese. The high functionaries addressed are therefore directed to adopt all necessary measures of precaution and defence, but to be careful in no way to provoke hostilities. They are, at the same time, instructed to maintain order throughout the island, and so to administer its affairs as to conciliate and reclaim the savages, in order that they may be utilised, as far as possible, in the process of protecting the country from foreign invasion.

The *Hour* says it is hard to ascertain what are the respective warlike capabilities of the two empires. It may be urged on the one hand that the resources of China are practically illimitable, and that when once the Chinese forces can be thrown on Formosa, or upon the Japanese group itself, they will crush the armies of Japan without mercy. But this theory must be qualified by the consideration that Japan, although inferior on land, is rapidly becoming a naval power of the highest class. Even if the Japanese cannot successfully invade China, their ironclads and gunboats can prevent the landing of the Chinese forces on the shores of Formosa, and can sweep Chinese commerce from the seas. Opinions differ as to the relative military qualities of the Chinese and the soldiers of Japan. We ourselves are disposed to form a high estimate of the Japanese character, and to believe that, in the teeth of mandarin traditions, they are a hardier, a more interesting, and a more promising race than the millions who crowd the exhausted Empire of China. But hostile critics contrast the courage and discipline of the "Ever-Victorious Army" under "Chinese Gordon" with the timid and disorderly conduct of the Japanese troops who were ordered to suppress the Saga insurrection. If we balance military experience by naval superiority we are led to believe that the rival Powers are fairly pitted against each other.

(NEW YORK TIMES.)

To punish these barbarians, and if possible secure protection to the shipwrecked mariners of all nations, the Japanese Government has undertaken an armed expedition to the island. The war-junks of ancient Japan play no part in this naval raid; it is conducted wholly by steam-vessels, bought or chartered by the Government, and built after approved European or American models. These "fire-ships" seem to have alarmed the Formosans, and late accounts say that they fled to their fastnesses in great terror. Admiral Pennock, in a communication to our own Government, says that the Chinese Government, which still retains a feeble hold upon Formosa, has ordered the expeditionary forces to leave. Furthermore, it is said that the Peking Government has vigorously remonstrated against the prosecution of hostilities in Formosa, and has given a warlike notice to Japan. There is prospect of war, and both parties are said to be actively preparing therefor. This was anticipated by our Government; and Minister Bingham solemnly warned Americans in Japan against engaging in the expedition, which was notoriously against a Chinese province. Notwithstanding this notice, Gen. Le Gendre, formerly United States Consul at Amoy, and a United States officer, Lieut. Cassell, of the navy, went on the expedition. We do not anticipate, however, that any serious difficulty will arise from this little unpleasantness. China is in a torpid condition. Province after province has slipped out of her possession; Formosa has been semi-independent for a hundred years past. The wide-awake Japanese have attempted to chastise the people in the interest of humanity. China could not do it. The world will be glad if Japan can.

Monetary and Commercial.

Tenders for £500,000 in bills on India were received at the Bank on the 2nd inst. The amounts allotted were—to Calcutta, £467,000; to Bombay, £30,000; and to Madras, £3,000. Tenders on Calcutta and Madras at 1s. 10d. will receive about 62 per cent., and on Bombay at that price in full. These figures show a trifling diminution in the demand for the means of remittance to the East.

Subscriptions are invited for 21,491 Bonds of £20 each, or £429,820 of Five per Cent. Russian Land Mortgage Bonds of the Charkoff Agrarian Bank, at the price of £16 4s. (or, reckoning allowances, £15 19s.) per £20 bond, being equal to 79¼ per cent. The Bonds are to bearer, and the instalments extend to the 21st of December. A cumulative sinking fund of ½ per cent. is to provide for their redemption at par in forty-nine years.

Frankfort advices describe some revival of animation on the Bourse during the last week or two, money being more than ever abundant. Speculators, however, look almost in vain for some channel of operations. All investment stocks are very high and scarce. Shares of the new banks have slightly recovered, but the public at large keep aloof from such undertakings. The new Bank law, as contemplated by the Chancellor, has led to much discussion, and is said to be unlikely to pass in its present form.

We understand that the P. and O. Company have agreed to take a cargo of coals from the Lingga coal mines in Borneo, and should it prove satisfactory steps will be taken to form a company and work the mines in a full and complete manner.

The Eastern Telegraph Company's traffic receipts for the month of August amounted to £31,265, against £28,091 for the corresponding period of 1873. The traffic receipts of the Eastern Extension 1874, Australasia and China Telegraph Company (Limited) for the month amounted to £19,697, and to £19,219 for the corresponding period of 1873.

The Great Northern Telegraph Company's traffic receipts for the month of Aug. were, this year, f.414,553; last year, f.331,238. The total traffic receipts from Jan. 1 to Aug. 31 were, this year, f.2,914,362; last year, f.2,053,350.

The Shanghai correspondent of the *Grocer* writes as follows with reference to the Tea market:—

Before entering into the more minute particulars of the transactions of the past fortnight, a few remarks as to prospects may not prove unacceptable, especially as the comparison of the figures of this season with those of the last might induce your readers to conclude that heavy supplies of teas may be looked for, and that the London market will again become overstocked with tea. The rather rapid and simultaneous shipments, both from the Yangtsze ports and from Foochow, would appear to justify this view of the question, inasmuch as the exports from China to date show an increase of about 15,000,000 lbs.; but it must be borne in mind that the home stock is estimated to stand at 52,000,000 lbs. on June 30, as against 71,500,000 lbs. last year, so that speaking of total shipments from all China, and assuming that henceforth the tea will go forward on the same scale as in 1873, we are actually 4,000,000 lbs. to the good. But, taking the Yangtsze ports alone, the gloomy forebodings which seem to be entertained by some are again found untenable. It is not the shipments that should form the basis of a calculation of this kind, but the actual supplies; for, although hasty consignments, arriving on the markets of consumption all at once, may cause momentary depression, the produce would quickly recover its lost ground in the opinion of purchasers the moment it was discovered that after all there was a deficiency in the crop. And what is the condition of our supplies? Simply this—we are 18,000 chests behind 1873 for the first crop, the severe winter having seriously affected the shrubs; and it is expected that the second crop will follow suit. Your readers must not base their opinions on the rapidity with which, during a month or two, steamer after steamer comes into port with full cargoes of tea; they may rely upon it that an amount of first and second crop Congou—for to these I confine my remarks—equal to that of 1873, cannot be sent forward this season; the country cannot produce it.

Bar Silver is quiet, though the price is unchanged, and still remains at 58d. per oz. standard. The arrivals are very limited. Mexican dollars have been disposed of at 56⅜d. per oz., being a reduction of ⅛d. from recent quotations.

ARTICLES OF IMPORT.

Most of the leading articles have continued in a dull and drooping state, there still being an almost complete absence of speculative inquiry, and prices of Tea, Silk, Cotton, Hemp, Coffee, Pepper, and Tin show a greater or less reduction. On the other hand, Rice, Cinnamon, Camphor, Gambier, Galls, and some articles of lesser importance have been in good request at advanced prices.

TEA.

There is little to report about the market; the large quantity showing, as advised last week, has now mostly been looked at; but the Trade, having previously bought very freely, have been keeping quiet, and only just bought for their wants, or have been tempted by lower rates. Generally the lower qualities have shown an easier tendency, but it is difficult to obtain full value for any sorts when a desire is shown to sell. Green Teas have been offered at auction on arrival, and show a considerable decline from first sales.

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Messrs. Arthur Capel and Co.'s Circular says :—During the past month the arrivals have been very heavy, affording a good selection of different grades for the trade and exporters, and the result has been a fair amount of business, although at prices generally in favour of buyers, owing to the very large quantity offering. It is satisfactory to note that the deliveries for the month have amounted to the large total of 15,722,563 lbs., being 1,400,000 lbs. more than last year. *Congous*—Red-leaf kinds : Siftings of old import show no change ; old red-leaf, common to good common, have been sold from 10d. to 1s. 0½d. per lb. New siftings and broken leaf have sold from 8d. to 1s. 1d. per lb., the latter for exceptionally good quality. Fair to good Kaisow kinds have been in over-supply, and difficult of sale at a decline of about 2d. per lb. ; fine have also sold 1d. to 1½d. per lb. lower. Finest have been firmly held, but sales have been difficult to make, even at some decline in prices. Pak Lin kinds have been in good demand, from 1s. 5d. to 1s. 10d. per lb. in half-chests, and 1s. 7d. to 2s. 2d. in boxes, for fair to good and fine kinds. Black-leaf kinds : Several parcels of old season's common to good quality have been sold at public sale from 11d. to 1s. 3d. per lb., being easy rates. New have been fairly saleable, but at lower prices, common to fair ranging from 11¾d. to 1s. 2½d. per lb., being fully 1d. per lb. lower. Fair to good medium from 1s. 3d. to 1s. 6d., and fine from 1s. 7d. to 1s. 10d., also show a similar reduction ; finest from 1s. 11d. to 2s. 3d. have sold rather lower, but superfine chops still command full rates for export. New-make kinds : Common have sold from 10d. to 11d. per lb., fair 1s. to 1s. 2d. per lb., good from 1s. 3d. to 1s. 5d., being about previous prices. In Souchongs a fair amount of business has been done, the demand being chiefly for the finer grades at from 1s. 11d. to 2s. 6d. per lb. Oolongs have been very difficult to move, and several parcels have been sold, at public auction, from 1s. 3d. to 1s. 6d. for good to fine in half-chests, and 1s. 5d. to 1s. 7d. per lb. in boxes, showing a decline on the month of fully 3d. per lb. *Scented Teas.*—There has been a better market for Canton Capers, and considerable sales have been made at an improvement of fully 1d. per lb. on the low rates previously current, prices for common to fair ranging from 1s. 0½d. to 1s. 2½d., good 1s. 3d. to 1s. 5½d. per lb., and fine from 1s. 6d. to 1s. 9d. per lb. Foochow Capers have been sold to some extent, but prices show 1d. per lb. decline. Canton Orange Pekoes show no improvement in prices. Foochow Orange Pekoes have been in larger supply, and sales made from 1s. 10d. to 2s. 2d. per lb., show 1d. per lb. decline.—*Green Teas :* Several invoices of new season's have come to hand and been sold at public sale, prices of the earlier sales being satisfactory, ranging up to 2s. 8d. per lb. for No. 1 Gunpowder, but latterly there has been a decline of 1d. to 2d. per lb. The stock in the United Kingdom on the 31st ultimo was estimated at 75,081,000 lbs., against 74,742,415 lbs. last year, and the quantity afloat (advices by letter) at 10,800,000 lbs., against 14,575,000 lbs. of China Tea, and 480,000 lbs. against 310,281 lbs. of Indian Tea.

Messrs. J. C. Sillar and Co.'s Circular says :—The arrivals from China have again been heavy, and the market has been glutted with samples ; public auctions "without reserve" have been held almost daily ; importers have pressed sales, and a large business has been done at irregular prices. As anticipated in our last, the telegram reporting shipments to the middle of August to be 71,250,000 lbs. proved to be incorrect. On the 18th August they were 87,250,000 lbs. They have not been made up to the end of August, but on the 25th they had reached 92,000,000 lbs.; of this 46,268,000 lbs. have arrived, 41,632,000 lbs. remain afloat, and 4,100,000 lbs. have been lost. The steamer Gordon Castle, which was wrecked near Lisbon, has been raised, and a thousand chests of her teas have been sold there at 2d. per lb. It is proposed to send the remainder of her cargo, twenty thousand chests, to this market. They have been under water for a fortnight or three weeks, and the samples which we have seen are in a state of fermentation, and quite unfit for human consumption. We hope the authorities will prevent their being offered for sale here.

SILK.

Messrs. Kilburn, Kershaw, and Co. report as follows :—The public sales have concluded with the following result :—The attendance of buyers was good. Without reserve, 3,033 bales China, 457 Canton, 471 Japan, and 147 Bengals, total 4,108 bales, all of which have been sold at the following prices, which show that the rates previously ruling have been maintained for common Tsatlees, but are about 6d. to 1s. easier for the medium qualities. China Silk : 10s. 6d. to 11s. for very common and inferior Tsatlees, of which the bulk of the Chinas consisted ; 11s. to 11s. 6d. for No. 5 ; 12s. to 14s. for 4½ to fair 4 ; 14s. 6d. to 15s. 11d. for the small quantity between a four and three-and-a-half ; 9s. 6d. to 12s. 1d. for common to good Hongchow Tsatlee ; 8s. 5d. to 10s. 7d. for very common Kahing Taysaam ; 12s. to 13s. 5d. for medium to good ditto ; 8s. to 9s. 8d. for common Hainin ; 12s. 2d. to 14s. 11d. for Rosechop and Pang-y-tah ditto.—Japan Silk : 12s. to 18s. 2d. for common to good Mybash, which are lower in price and very irregular. Canton Silk : 9s. 6d. to 13s. 7d. for Tsatlee No. 4 and upwards; 10s. 6d. to 13s. 6d. for common to good Loong Kong. Besides the above, the following quantity was taxed : 520 bales China, 576 Japan, total, 1,096 bales ; and although at moderate limits yet attracted little or no attention, and they were passed, with the exception of just a few bales.

Messrs. Durant and Co.'s Circular says :—The primary object was to clear out old parcels before any large arrivals of new Silk, and so far the object has been attained, but the cost of the operation has been severe—not more so perhaps than might have been expected seeing the large quantity put forward ; still a very large proportion realised only very low prices—generally 1s. to 2s. under previous nominal rates. Japan and Canton Silk especially felt the pressure, and the prices of the thrown Silk were deplorable. However, the market has been to a certain extent relieved, and manufacturers and throwsters have had the opportunity to supply themselves with a large quantity of very cheap Silk, with which, one would think, they cannot fail to make profitable business. In new Silk some little progress has been made since the sales. In the better Silks at some advance upon the prices quoted for old Silk, but the lower qualities have not escaped the influence of the large stocks and low prices established at the public sales. The quantity of the new Silk may be estimated at about 1,000 bales, at the following quotations for good Silk :—Best chop 3rd Tsatlee, 18s. 9d. to 19s. 6d. ; best chop 3½ Tsatlee, 18s. to 18s. 6d. ; No. 2 Golden Lion, 16s. ; Red Peacock, 14s. ; 4½ to good No. 5, 13s. to 12 ; inferior Tsatlee, 11s. to 11s. 6d. The deliveries are only fairly good.

	Stocks.		Imports.		Deliveries.	
	Aug. 31, 1873.	Aug. 31, 1874.	Jan. 1 to Aug. 31, 1873.	Jan. 1 to Aug. 31, 1874.	Jan. 1 to Aug. 31, 1873.	Jan. 1 to Aug. 31, 1874.
China ...	... 19,529	... 22,796	... 14,750	... 17,643	.. 21,910	... 23,037
Canton ...	... 5,714	... 5,080	... 1,727	... 1,878	.. 5,944	... 4,862
Japan ...	... 6,493	... 5,962	... 3,916	... 6,069	. 5,179	... 5,483

Messrs. Arles, Dufour and Co.'s Circular, dated Lyons, September 4, says :—We confirm our advices of the 7th ult. For ten or twelve days after that date business remained very quiet, and in several instances prices showed again a tendency to weakness. Towards that time a good many buyers of silk goods arrived on our market, and bought rather freely, although prices obtained were not always remunerative ; manufacturers showed more disposition to effect purchases in raw and thrown silks, and a better tone began to set in. The first unloadings of new China Silks were then particularly welcome, but the announcement of large public sales "without reserve" in London caused fresh uneasiness, and for several days transactions were very limited. Nevertheless, our market recovered gradually from this depressing influence. In spite of low prices reported from London, many buyers, considering the undesirable quality of silk put up for sale, gave the preference to new silk ; many runs have since changed hands at full quotations. In other descriptions business has also been resumed with fair activity.

COCOANUT OIL.—Transactions in Ceylon have been to a fair extent, and include 200 tons at £34 10s. to £35 as to quality for pipes ; but the continued scarcity of Cochin causes prices of this description to be very firm, and sales have been effected at £42 5s. to £43. Of 132 pipes Ceylon at auction, 60 pipes fine, tare 19 per cent., sold at £34 17s. 6d. Of 66 puncheons, 30 puncheons good, tare 19lb., at £35, 48 hogsheads sold, fine, tare 22 per cent., at £35 10s., good fair, tare 22 per cent., at £35 5s. to £35, and 19 per cent. at £35 per ton.

CUTCH.—The market has continued very quiet, no public sales have been held, and by private contract only small sales of Pegue have been made at 22s. 6d. to 23s.

CINNAMON.—The third periodical auctions were held on the 31st ult., when 1,327 bales Ceylon were offered, against 2,697 bales at the previous sales, and 1,911 bales at the August sales last year. The small supply met an active demand, and the whole was disposed of at a very irregular, although important, advance ; fine and superior qualities at an advance of 6d. to 10d. per lb., ordinary to medium 2d. to 5d. above the previous sales.

195 bales first sort, superior, sold at	... 4s. 2d.	to	4s. 7d.
good to fine ...	... 3s. 4d.	to	4s. 1d.
low to medium	... 2s. 7d.	to	3s. 3d.
620 second sort, fine to superior ...	... 3s. 4d.	to	3s. 8d.
medium to good	... 2s. 6d.	to	3s. 3d.
ordinary ...	... 1s. 10d.	to	2s. 5d.
403 third sort, fine to superior ...	... 2s. 7d.	to	3s. 0d.
medium to good	... 1s. 11d.	to	2s. 6d.
low and ordinary	... 1s. 6d.	to	1s. 10d.
109 fourth sort, superior	.. 2s. 3d.	to	—
low to good ...	... 1s. 1d.	to	1s. 10d.
spurious ...	... 0s. 9d.	to	0s. 11d.

CINNAMON CHIPS.—432 bags Ceylon have been sold at fully ½d. per lb. advance, bark at 3½d., ordinary at 4d. to 4¾d., fair to good at 5¾d. to 6½d., quill cuttings 1s. 5d. to 1s. 6d. per lb.

CAMPHOR.—About 2,000 cases China have changed hands at advancing prices, principally at 80s. to 85s.

COPRA is in request ; no sales reported.

DRAGON'S-BLOOD.—Market firm and steady.

ESSENTIAL OILS.—*Aniseed* has been firm, and there have been about 75 cases sold on the spot at 8s. 6d. to 8s. 9d. ; afloat further lots offer- *Cassia* quiet, but firmly held, small sales at 4s. 8d., but 4 cases sold under the hammer at 4s. 6d. to 4s. 7d. *Nutmegs* quiet, 7 cases retired. *Cinnamon* scarce, of 20 cases offered, a few sold at 2½d. per oz. for common leaf ; fine sold last at 7s. to 8s. *Citronelle* quieter, of 94 cases, few only sold at 1⅝d. per oz., being easier ; the bulk held for 1¾d. *Lemon Grass :* Very firm, sales at 2¾d., and no sellers.

HEMP.—Easier rates having been accepted for Manila, sales to the extent of about 2,500 bales have been effected, fair to good fair at £32 10s. £33 10s., superior at £39.

INDIA-RUBBER.—No sales of importance have been effected, but the market has exhibited a firm tone.

PLUMBAGO.—Market for Ceylon firm ; about 900 barrels offered, and nearly all sold. Lump, fine bright 22s. 6d. to 23s. 6d. ; good 18s. to 19s. : chips, ordinary to fine, 9s. 6d. to 12s. 6d. Dust, 8s. 6d. to 10s. 6d. per cwt., closing very firm.

RICE.—During the first half of the fortnight a general recovery took place, and prices advanced 6d. to 9d. per cwt., but a quieter tone has since prevailed, and this improvement is not in all instances upheld. On the spot a good business has been done at gradually advancing rates, until a recovery of fully 6d. per cwt. was established for hard as well as soft grain, which checked the demand, and the market closes quietly. For arrival large sales of Madras have been effected, closing at 9s. 7½d., or 1s. above the previous rates. There has been a good demand for floating cargoes, chiefly for Liverpool, and prices advanced 9d. per cwt., but with very large arrivals and less demand about 3d. of this advance has been lost. The sales on the spot are as follows :—35,000 bags white Bengal from 10s. 3d. for ordinary to 13s. for fine, 500 bags Askoolie at 9s., 5,000 bags Ballam at 9s. 6d. to 10s. 6d., 8,000 bags Madras at 8s. 6d. to 9s. 1½d., 10,500 bags Rangoon at 8s. 6d. to 9s. 1½d., 12,500 bags Moulmein at 9s. 3d. to 9s. 6d., and 38,000 bags, 18,000

MUSK is firmly held, but there have been large arrivals; 18 tins retired; 4 tins grain sold, fine 60s., fair 43s., common 25s. per oz.

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mats (2,500 tons) Japan at 9s. 3d. In auction 3,008 bags Saigon from Melbourne sold at 8s. 6d. to 8s. 9d.

RHUBARB.—China has met a good demand, and of 190 cases in sale fully half were sold; bold dull, root part sun-dried 1s. 10d. to 2s. 1d.; high dried middling and good 1s. to 1s. 6d.

RATTANS.—Market dull; of 6,073 bundles at auction, the bulk sold at 3s. 1d. to 4s. per 100 canes.

SPICES.—*Cinnamon:* (See report of quarterly sales above.) *Cassia Lignea:* Market firmer; 800 cases sold at 56s. to 57s. Large sale to arrive; unchanged. *Cloves:* Penang are scarce and firmly held; os25 cases about one-third sold at 2s. 2d. per lb. for fine. Amboyna are higher, and sales at 1s. 4d. to 1s. 4½d. *Mace:* Quiet; at sale 47 cases offered, 28 finding buyers; good at 3s. to 3s. 4d., fair at 2s. 6d. to 2s. 11d., common 1s. 8d. to 1s. 11d. *Nutmegs* dull and rather easier; plentiful supplies at auction, viz., 365 packages mostly small, of which 285 sold at about 1d. decline for common sorts, 80's to 75's at 3s. 7d. to 3s. 9d., 116's to 110's 3s. 3d. to 3s. 4d., limed ditto 3s. to 3s. 1d., defective 1s. 3d. to 2s. 2d.

SAPANWOOD continues scarce and in request; in auction of 57 tons Manila 36 tons sold at £12, damaged £8 to £10 10s., and 11 tons Ceylon at £12 15s. to £13 per ton.

SAGO.—Market rather easier; of 2,000 bags offered, about half sold, good medium small at 17s. 6d., superior 18s. to 18s. 6d. Large sorts principally bought in. *Flour* remains dull of sale at 15s. to 15s. 6d.

STICKLAC and STAR ANISEEDS are firm, without alteration in price; no transactions of importance have been entered into.

TAPIOCA.—Market steady; 2,016 bags Penang offered, 1,620 bags sold, at 2d. to 2⅝d. for ordinary to good. *Pearl:* No change; 520 bags sold at 21s. to 23s. for medium to good.

TIN.—The dulness in the market has continued, but prices have sustained no further decline. The current quotations are—Straits on the spot £92 10s. to £93, afloat £91 10s.; Banca £98 to £100; Billlton £94 per ton.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Aug28	Felicina Ferrari	Pastorina	Rangoon	Bremerhaven
28	Gareloch	Greenwood	Maulmain	Do.
29	Southern Cross	McDonald	Rangoon	Do.
31	Silvia	Basso	Bassein	Plymouth
31	Grad Serg	Rubelli	Rangoon	Falmouth
31	David Salamon	Delbalzo	Do.	Liverpool
Sep. 2	Peru	Cumoy	Colombo, &c.	London
1	Orion (s.)	Smerdon	Foochowand Singapore	Do.
1	Hedvig	Nillson	Rangoon	Falmouth
1	Petronella	Vincini	Do.	Do.
1	Svea	Borin	Akyab	Do.
1	Undine	List	Rangoon	Do.
1	Charity	Taylor	Saigon	Do.
1	Schiller	Wisehuser	Osaka	Do.
1	Ida	Muzio	Rangoon	Do.
1	Ornen	Lossins	Akyab	Do.
1	Meridian	Strickland	Singapore	Liverpool
1	Oithona	Reed	Bassein	Do.
1	Rutlandshire	Morgan	Maulmain	Do.
	Venezia	Croilo	Akyab	Queenstown
Aug27	Holland (s.)	Boon	Batavia	Texel
27	Prosperina	Ivancich	Rangoon	Do.
30	Queen	Covey	Batavia	Do.
28	Trait d'Union	Demeux	Samarang	Helvoet
29	Annie Florence	Fraser	Rangoon	Do.
29	Kosmopoliet II	Huizer	Batavia	Brouwershaven
28	British Princess	Stewart	Rangoon	Zierikzee
31	Triumph	Ashton	Pentewan	Flushing
21	Ocean Belle	Jarver	Colombo	New York
Sep. 1	Shalimar	Walker	Japan	London
Aug31	Eugenie	Koch	Java	Liverpool
Sep. 2	Peter Rickmers	—	Akyab, for Bremen	Off Dover
	Tabor	Morice	Rangoon, forHamburg	Plymouth
1	Goodell	Crockett	Rangoon	Falmouth
2	Fair Leader	Fookes	Do.	Do.
2	Gazelle	—	Java	Off the Lizard
Aug29	Nancy Pendleton	Pendleton	Akyab	Bremerhaven
31	Maris Stella	Cluzean	Do.	Palais, B.I.
25	Eurydice	Edwards	Bassein	Bremerhaven
12	Ernest	—	Sourabaya	Boston
27	Maasnymph	Vogelsang	Rangoon	Falmouth
29	Kingsbridge	—	China	Off the Lizard
27	Maori	Sim	Rangoon	Liverpool
28	Cyrene	Turnbull	Do.	Falmouth
28	New Era	Meadows	Do.	Liverpool
25	Dorothea	Waller	Do.	Hamburg
July13	Florencia (s.)	Garcia	Hong Kong	Callao
Aug29	Societa	Benvenuta	Rangoon	London
29	Profita	Landini	Akyab	Do.
27	Honigby	Leurensen	Java	Greenock
29	Americana	France	Rangoon	London
29	P.G.H.V. (Labrador)	Jones	Batavia, for Rotterdm.	Off Prawle Point
31	Fiery Cross	Bates	Osaka	London
29	Constantine	Lundelin	Rangoon	Do.
29	China	Brugeeman	Do.	Off the Lizard
29	I.B.D.H.	—	Do.	Do.
29	St. Bernard	Cunningham	Do.	Liverpool
	Lady Octavia	Walsh	Akyab	Queenstown
	Bredalbane	Christian	Bassein	Do.
29	Consiglio	Consigliore	Akyab	London
29	Yrurac Bat (s.)	Bollequi	Manila, &c	Liverpool
	Peruvian Congress	Power	Rangoon	Queenstown
29	Staats Rand	v.Ewyk Bakker	Batavia	Falmouth
30	Florence Braginton	Davies	Rangoon	Do.
30	Agincourt	Cator	Do.	Do.
31	Glaros	Mickelsen	Akyab	Do.
31	Florentine	Jones	Rangoon	Do.
31	Mario	Bollo	Bassein	Do.
31	Uranus	Schwartz	Rangoon	Off Falmouth
31	Michels Loos	Zellien	Akyab	Do.
29	Lycka Till	Renesi	Rangoon	Liverpool
29	Tamar	Mitchell	Do.	Clyde
29	B. K. France	Leglise	Sourabaya	Do.
31	Stefano G.	[illegible]	Rangoon	Queenstown
31	Syringa	Hick	Bassein	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Aug 29	Ben Nevis	Colville	Penang	London
28	Braemar Castle (s.)	Marshall	Singapore, China, &c.	Do.
29	Tamesa	Green	Hong Kong	Do.
26	Agnes	—	Batavia	Shields
28	Scawfell	Burnyeat	Colombo	London
29	Tromp (s.)	Harris	Java, via Flushing	Do.
29	Sourabaya	McNab	Java	Greenock
28	Sarah Nicholson	Selkirk	Hong Kong	Swansea
28	Douglas Castle	—	Singapore	Newcastle
July30	Jeannie S. Barker	Waite	Batavia	Rio Janeiro
Aug 3	Thos. Hilyard	—	Cardiff & Yokohama	Liverpool
31	Jupiter	—	Singapore	Shields
Sept. 1	Pride of England	Nash	Galle, via Cardiff	London
Aug 29	Co. of Sutherland (s.)	Auld	Java	Glasgow
29	Samarang	—	Sourabaya	Penarth
29	Andreas	Rickmers	Singapore	Do.
Sept. 1	Thomas Bayne	Nelson	Do.	Cardiff

See Shipping Postscript and Correspondents' Letters.

VESSELS PASSED SUEZ CANAL.

Date	Steamer.	From	For
Aug. 30	Cawdor Castle	London	Singapore, China, &c.
30	Conrad	Batavia	Nieuwe Diep
30	Ajax	China	London

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Yokohama, and Hiogo: Penedo. For Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Glenearn. For Singapore, Hong Kong, and Shanghai: Glenfalloch, Crocus. For Penang, Singapore, Hong Kong, and Shanghai: Nankin. For Penang, Singapore, Yokohama, Hiogo, and Nagasaki: Ly-ee-Moon. For Singapore, Batavia, Samarang, and Sourabaya: Banca. For Singapore, Hong Kong, Foochow, and Shanghai: Mongol. For Colombo, &c.: Viceroy, Scindia, Hindoo, Bertha.

SAILING VESSELS.—For Yokohama and Hiogo: Black Prince, Evelyn. For Shanghai: Corea. For Hong Kong: Invincible, M-kado. For Penang: Glenisla. For Singapore: Star of the South. For Colombo: Conference, Lion.

At LIVERPOOL.—For Yokohama: Mora. For Penang, Singapore, Hong Kong, and Shanghai: Nestor (str.), Glaucus (str.), Achilles (str.), Deucalion (str.). For Singapore and Manila: Aurrera (str.), Yrurac Bat (str.). For Singapore: Kendrick Fish. For Galle: Ellen Munroe, Staffa, Flora, Astrida. For Batavia and Sourabaya: Emma and Robert.

At GLASGOW.—For Singapore: Stanfield, Brisbane (str.). For Manila and Ilo Ilo: Saleta. For Colombo: Emma Ives.

SPOKEN.

H.P.B.V. (French barq.), Bordeaux to Batavia, June 5, 7 N., 30 W.
HORATIA SPRAGUE, Hong Kong to San Francisco, off Bonin Island.
MARIE ELISE, Batavia to Amsterdam, Aug. 9, 31 N., 40 W.
P.G.T. (Dutch barq.), Batavia to Rotterdam, Aug. 6, 33 N., 43 W.
CORNELIA, Newcastle to Batavia, Aug. 28, near the Wight.

FREIGHTS AND CHARTERS.

There is no important change to report in berth rates of freight to the Eastern ports. The berths in London are well supplied. Sailing vessels are wanted from Java at 70s. to 72s. 6d. for October and November loading.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. weight, 60s. meast. To Hiogo: 65s. weight, 70s. meast. To Nagasaki: 65s. weight 70s. meast. To Shanghai: 45s. weight, 40s. meast. To Hong Kong: 45s. weight, 40s. meast. To Singapore: 50s. weight, 40s. meast. To Penang: 50s. weight, 40s. meast. To Colombo: 45s. weight, 50s. meast. To Foochow: 75s. weight, 70s. meast. To Batavia: 40s. weight, 50s. meast. To Samarang and Sourabaya: 50s. weight, 65s. meast.

Per SAILING VESSELS.—To Yokohama: 35s. weight or meast. To Hiogo: 35s. weight, 45s. meast. To Shanghai: — weight, — meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 27s. 6d. weight, 25s. to 27s. 6d. meast. To Penang: 30s. weight or meast. To Colombo: 25s. weight or meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Singapore: £23, f.c. To Penang: £27, f.c. To Batavia and Sourabaya: £25. To Colombo: £24. To Galle: £20.

From Newport, Cardiff, or Swansea, per ton.—To Hong Kong: 32s. To Shanghai: 35s. to 37s. 6d. To Singapore: 24s. To Galle: 21s. To Batavia: 27s. To Sourabaya: 30s. To Colombo: 25s. To Manila: 28s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Galle: 18s. To Singapore: 21s. To Manila: 28s. to 30s.

CASUALTIES.

Telegrams from Algiers, Sept. 2 and 3, announce that the Yorkshire (str.), from Calcutta and Colombo to London, had arrived there, with cargo and coal on fire; she is now in dock; half cargo lost; ship must be submerged; fire gaining.

A telegram announces the arrival of the Sliedrecht, Willemse, at Singapore, Aug. 27, with her rudder damaged.

A telegram from Cadiz, Aug. 29, announces that the Sorsogon (str.), of Liverpool, Darbishire, from Newcastle to Manila, was aground at South Conil, but will probably float and proceed.

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Cadiz, Aug. 30.—The Sorsogon (str.) has floated off and proceeded.

New York, Aug. 18.—The North American, Tucker, from Hong Kong (?), with coal, struck a sunken rock in Gaspar Straits, in July, and sprung a leak, but was got off, taken to Singapore and docked; she was examined, and found to have knocked off forefoot and four feet of keel, opening the garboard seams as far as the foremast.

Sourabaya, Aug. 29.—The Albion (Brit. ship), from Java to the Channel with about 840 tons of sugar on board, has been burnt at Probolingo, and is a total loss.

MISCELLANEOUS.

At Simon's Bay, Aug. 6.—D. M. B. Park, and sailed for Colombo; Rota, and sailed for Batavia.

Lisbon, Aug. 22.—The discharge of the Gordon Castle continues, but goes on slowly, because the forebulkhead has to be shored off as the tea is removed from behind it; the forebulkhead shows signs of the enormous pressure upon it from the water in the fore compartment, consequently every precaution is necessary to avoid accident.—Lisbon, Aug. 29.—With the exception of about 100 packages, salt water has soaked through every chest of the Gordon Castle's cargo, and it is unfit for consumption.—Advices from Bahia, Aug. 7, state that the Solent, Meldrum, from London to Singapore, which put in there 13th July, leaky, is discharging.—Greenock, Aug. 28.—The Sourabaya (barq.), hence to Java, has put back with steering gear defective.

The Steamer Orénoque.—A fine steamer named the Orénoque has just been finished for the Messageries Maritimes at La Ciotat, and she is in every respect French built. The vessel is one of 5,400 tons, and is 410ft. in length, and a little over 39ft. beam; her horse power is 600 nominal, and can be worked up to 2,500. She is built of iron, and is divided into compartments; her three decks are also of iron, the upper one being covered with teak. A notable improvement in the internal arrangements of this ship, and one which we are informed is due to a suggestion of our own, is that the baths and fittings are all of marble. The Orénoque is a veritable floating hotel, and can accommodate comfortably over 300 first and second-class passengers, or she could carry 500 emigrants; and besides, she still has ample room for her crew of 140. One detail alone will suffice to show the excellence of the arrangements for the well-being and comfort of the passengers, viz., that the Orénoque's ice house will hold no less than about 65,000lbs. of ice. We wish this vessel all success, and hope she may soon be placed on the Indo-China line.

The steamer Orion, Capt. Smerdon, which has lately arrived with a cargo of 3,300 tons of teas from Foochow, has made the fastest passage as yet from that port, having made the run in forty-three days from Pagoda Anchorage to Gravesend, including stoppages at Singapore, &c., but not including three days' detention at Suez in consequence of not being provided with a bill of health from Foochow. This will serve as a caution to other commanders. The Orion, which is a fine steamer, with first-rate accommodation, belongs to Messrs. Rathbone Brothers, Liverpool. It is expected that she will be in China next year in time to take part in the trial for first steamer from Hankow. She now loads out to Calcutta. The dates are as follow:—Left Foochow, 17th July; Singapore, July 24, strong S.W. monsoon to Cape Guardafui; Aden, arrived for coals Aug. 9, 2 P.M., left 8 P.M. same date; Suez, arrived noon, Aug. 15, three days' quarantine; arrived Port Said Aug. 19, eft Port Said 5 P.M.; arrived at Gravesend Sept. 2, 10 A.M.

Messrs. Blackwood and Gordon, Port Glasgow, have launched an iron screw-steamer, named the Amboyna, of 680 tons. She will be supplied with engines of 155-horse power. The Amboyna is intended to form one of the Java line of steamers, owned by the Netherlands Indian Steam Navigation Company.

Messrs. Denny Bros., Dumbarton have launched a screw steamship of 1,906 tons, named the Canara, for the British India Steam Navigation Company of Glasgow. The Canara is 297 feet length of keel, 33 feet beam, and 26½ feet deep, and will be supplied with engines of 200-horse power.

During the ten days ending August 20 the number of ships which passed through the Suez Canal was twenty-seven. The transit revenue of the Canal Company in the same period amounted to £18,000.

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Drugs, &c., guaranteed genuine as imported, and Pharmaceutical Preparations made in strict accordance with the Pharmacopœia.

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For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

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CHINA AND JAPAN AGENCY,

Cowper's-court, Cornhill, London, E.C.

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AND OINTMENT.—A great and precious property possessed by Holloway's inestimable remedies is that no skill or experience is required for their successful administration. No education or intelligence is necessary for using them to advantage, beyond the capacity of understanding the plain and intelligible instructions accompanying each box and pot. For the cure of all internal and external ailments, Professor Holloway has considerately placed such printed rules round his remedies that error is impossible after they have been once read with attention. In these Pills there is nothing nauseous to the taste, or trying to the most tender age or delicate constitution. They purify, regulate, and strengthen the entire human system.

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Seventy already sold—fifty now on the register.

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P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

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Hamburg	R. Carl.
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" Amsterdam...	Mackay, Boomkamp, and Co.
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Vienna...	G. Schonberger.
Trieste...	Perco and Co., Corso.
Venice	Gaetano Ferri, Piazza de Leoni, 316.
Rome	Piale, Piazza di Spagna.
Brindisi	G. Rivelli.
Lisbon	Auguste Pedro Caelho, Rua dos Poyaes d'S. Bento 20.
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SPECIAL NOTICE.—SUEZ CANAL.—Under contract with H.M. Government.—The PENINSULAR AND ORIENTAL COMPANY'S weekly steamers now proceed through the SUEZ CANAL with H.M. mails to Bombay and Calcutta alternately.

OVERLAND ROUTE and SUEZ CANAL.—Under contract for the conveyance of the Mails to the Mediterranean, India, China, Japan, and Australia. The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, from Venice every Friday, and from Brindisi, with the Overland Mails, every Monday.

Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
*Zambesi...	2,421	370	Sept. 10	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Venetia ...	2,726	450	Sept. 17	Mediterranean, Aden, Bombay.
*Australia..	3,648	600	Sept. 24	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan and Australia.
Hindostan	3,113	600	Oct. 1	Mediterranean, Aden, Bombay.
*Surat.....	3,000	530	Oct. 8	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Cathay ...	2,982	450	Oct. 15	Mediterranean, Aden, Bombay.
*Peshawur.	3,781	600	Oct. 22	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Malwa ...	2,933	450	Oct. 29	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

JAPAN AND CHINA.

Great Reduction in Fares.—Mail Route via San Francisco.

THE PACIFIC MAIL STEAMSHIP COMPANY will despatch their magnificent Steamers of 3,000 tons and upwards, with mails and passengers, twice every month, from San Francisco to Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, and vice versa.

THROUGH FARES FROM ENGLAND, via New York and Panama, to Yokohama, £60; beyond Yokohama, £70. Via Union Pacific Railway, to Yokohama, £73; beyond Yokohama, £83. Best berths in steamers.

The Company's Steamers leave New York twice a month (via Panama) for San Francisco and intermediate ports.

For Through Fares and other information apply to Messrs. BOWDEN and WILLANS, 34, Leadenhall-street.

ROUND THE WORLD BY STEAM.—Coupon Tickets issued for the ROUND JOURNEY. Fare £165 and upwards.

STEAM FROM SOUTHAMPTON TO BATAVIA VIA SUEZ CANAL.—Regular Monthly Mail Service of the STEAM-SHIP COMPANY NEDERLAND, between NIEUWEDIEP and the DUTCH EAST INDIES (calling at Southampton on the outward voyages) under contract with the Netherlands Government, by means of the magnificent Clyde-built steamers (having accomplished the voyage on an average in thirty-eight steam days):—

Prins van Oranje ...	3,000 tons	1,600-h.p.	(effective)
Conrad	3,000 „	1,600 „	„
Koning der Nederlanden	3,000 „	1,600 „	„
Prinses Amalia ...	3,500 „	1,600 „	„
Voorwaarts ...	3,000 „	1,600 „	„
Prins Hendrik ...	3,000 „	1,600 „	(building)

The VOORWAARTS is appointed to leave Southampton about 21st September for PADANG, BATAVIA, and SOURABAYA, with through arrangements to all the principal ports in the Dutch East Indies. Goods taken at through rates from London, Glasgow, Manchester, &c. Passenger fares from Southampton:—First-class, £58, and upwards; second-class, £33.

Apply to J. RANKINE and Son, Glasgow; or to the General Agents of the Company, KELLER, WALLIS, and POSTLETHWAITE, 16 and 17, King William-street, London, E.C.; 78, Piccadilly, Manchester; and at Southampton.

ICE MAKING CHEST.

PRICE 110 FRANCS.

The complete Apparatus, producing instantaneously lumps of Ice at ¼d. the kilogramme.

A more simple apparatus for home use, 33 francs.

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Reserved Fund ... ... f.20,000,000 ... £800,000.

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LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street, E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office

THE AGRA BANK (Limited).

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CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

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J. THOMSON, Chairman.

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PAID-UP CAPITAL, £1,500,000.

RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.

Threadneedle-street, London, 1874.

HONG KONG AND SHANGHAI BANKING CORPORATION.

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Reserve Fund, $775,000.

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LONDON MANAGER—W. H. Vacher, 32, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
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The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

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They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 1s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

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ON the Grand Canal. First-class house, with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English an other languages spoken.

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ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

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THIS Hotel is most pleasantly situated in front of the Royal Gardens, and can be highly recommended to passengers per Messageries steamers to and from India, China, &c.

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12, RUE CASTIGLIONE, 12.

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PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.

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In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all descriptions of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

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OVERLAND ROUTE via MARSEILLES and SUEZ CANAL. — MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET. — FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Hoogly ...	Sept.	13	For Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Peiho ...	Sept.	27	
Mei-Kong ...	Oct.	11	
Sindh ...	Oct.	25	
Provence ...	Nov.	8	
Anadyr ...	Nov.	22	

The Steamers of the 27th Sept., 25th Oct., and 22nd Nov. connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 13th Sept., 11th Oct., and 8th Nov. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

THE "JAVA" STEAMSHIP COMPANY, AMSTERDAM.

Direct monthly route to BATAVIA, SAMARANG, and SOURABAYA, taking goods at through rates from Holland and England to all other ports of the Dutch possessions.

Also for Egypt and Singapore.

A steamer calls at Southampton for goods and passengers once a month.

All the steamers have splendid passenger accommodation, and carry his Netherland Majesty's mail, troops, bullion, &c.

Apply for Freight and Passage to the Manager, T. C. SCHOL, Amsterdam; or to the Agents for England, J. N. SEARS and Co., 17 Fenchurch-street, London.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.	Tons	Brokers.	To Sail.
Banca, s.s.	600	Robertson & Co....	Sept. 12
Nankin, s.s.	2 423	Norris & Joyner...	Sept. 11
Ly-ee-Moon, s.s. ...	1,200	Norris & Joyner...	Sept. 23
Glencarn, s.s. ...	2,120	McGregor, Gow, & Co.	Sept. 15
Star of the South ...	665	Wright Bros. & Co.	Sept. 25
Crocus, s.s.	2,000	Thos. Skinner & Co.	Sept. 25
LIVERPOOL.			
Glaucus, s.s. ...	1,604	Alfred Holt ...	Sept. 22
Achilles, s.s. ...	1,550	„ ...	Oct. —
GLASGOW.			
Normanby, s.s. ...	1,200	T. Skinner & Co.	Sept. —
Brisbane, s.s. ...	1,500	„ „	Sept. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

CHINA TRANS-PACIFIC STEAMSHIP COMPANY. San Francisco to Yokohama and Hong Kong. The steamers of this Company have made the fastest passages on record. The steamship VANCOUVER will leave San Francisco about the 15th September, and the VASCO DA GAMA about the 5th October. Through tickets from Liverpool, via New York and the Pacific Railway, to Yokohama, £73 18s. To Hong Kong, £10 extra.

For through tickets and full information apply to MALCOLM, HUDSON, and Co., 5, Crosby-square, E.C.

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Singapore & Java Ports	Banca, s.s. (new).....	90 A1	S.W.I.D.	Sept. 10
Hong Kong..	A ship.....	A1 16 yr.	S.W.I.D.	With des.
Yokohama & Hiogo	Evelyn	A1 13 yr.	S.W.I.D.	With des.

For Freight or Passage, apply at 5, Newman's-court, Cornhill, London, E.C.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glencarn	100 A1	2,120	330	Sept. 15
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Glengyle	100 A1	1,676	200	To follow
Glencagles	100 A1	2,120	330	New boat
Glenfinlas	100 A1	2,120	330	To follow
Glenartney	100 A1	2,106	330	To follow
Glenfalloch	100 A1	2,126	275	To follow

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.

CASTLE LINE OF STEAM PACKETS FROM LONDON.—For SINGAPORE, HONG KONG, and SHANGHAI (last shipping day, 24th Sept.), the magnificent steamship CROCUS, 200 A1, 2,000 tons register, 225-horse power nominal, R. H. JOY, Commander; will load in the South West India Dock. This splendid steamer, well known in the China trade, has superior accommodation for passengers.

Apply to THOMAS SKINNER and Co., 5, East India-avenue, London, E.C.

Steam via the Suez Canal. To sail on the 21st Sept.

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Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Wednesday, Sept. 9, 1874.

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VIA BRINDISI.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 576.] LONDON, MONDAY, SEPT. 14, 1874. [Price 9d.—Subscription, £2 2s. per annum. Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Sept. 12.
JAPAN—Yokohama	May 29	July 10	July 22
Yedo			
Osaka and Hiogo	„ 22	„ 11	„ 17
Hakodadi			
Nagasaki	—	—	„ 23
CHINA—Peking	—	—	„ 15
Tien-tsin	—	—	„ 17
Chefoo	—	—	„ 19
New-chwang	—	—	„ 6
Hankow	„ 29	„ 12	„ 22
Kiu-kiang	—	—	„ 22
Chin-kiang			
Shanghai	June 12	„ 23	„ 26
Ningpo	—	—	„ 24
Foochow	„ 13	„ 21	„ 26
Formosa			
Amoy	—	—	„ 27
Swatow	—	—	„ 28
Hong Kong	„ 19	„ 27	Aug. 1
Canton	—	—	July 30
Macao	—	—	„ 31
PHILIPPINES—			
Manila	„ 5	„ 13	„ 21
COCHIN-CHINA			
Saigon	„ 19	„ 23	„ 31
SIAM — Bangkok	—	—	„ 31
BORNEO—			
Labuan	—	—	„ 16
Sarawak	—	—	„ 25
JAVA — Batavia	„ 26	„ 28	Aug. 3
Samarang	—	—	July 24
Sourabaya	-	—	„ 20
MALACCA STRAITS—			
Singapore	July 10	Aug. 7	Aug. 9
Penang	„ 10	„ 5	„ 10
CEYLON—			
Galle	„ 24	„ 15	„ 17
Colombo	„ 24	„ 13	„ 19

THE MAILS, &c.

The P. and O. mail, with advices dated as above, was delivered, *via* Brindisi on Saturday, being two days in advance of its due date. The next inward (French) mail, with dates Yokohama, 29th July; Shanghai, 2nd; Hong Kong, 8th; Singapore, 17th August, which is due on Monday next, the 21st inst., left Suez on the 8th inst., three days early, and may be expected in London on Saturday next.

Communication between Hong Kong and Amoy by the China Telegraph Cable is still interrupted.

List of Passengers.

PASSENGERS INWARD.

By last mail to Marseilles, per Messageries Maritimes steamer *Donnai*, arrived Sept. 7.—From Yokohama: None. From Shanghai: Mr. and Mrs. Coutts, Mr. G. Barton. From Hong Kong: Mr. Bosch, Mr. Madrigal, Miss Evans. From Saigon: Col. De Trentinian, Mr. D'Ornay, Mr. Roux. From Singapore: Messrs. Martin, Drysdale, De Vargas, Serrano, Ruiz, Jazadia, Miss Dumas. From Batavia: General Van Swieten, Messrs. Walker, De Bock, Van Gaarbach, Besson. From Galle: Mr. A. J. Mackinnon, Mr. Whiting.

By this mail to Brindisi, per P. and O. steamer *Ceylon*, arrived Sept. 9.—From Penang: Captain Binks, Mr. Walthers. From Galle: Mr. Hedges, and one second-class passenger. To Venice.—From Shanghai: Mr. J. M. Ringer. From Hong Kong: M. J. G. T. Hassel, Mr. Julius Molter, Captain Garcia y Garcia, St. Octavio Freyre, and one second-class passenger. From Singapore: Mr. Louis Glass.

To Southampton, per P. and O. steamer *Malwa*, expected on the 20th inst.—List not to hand.

PASSENGERS OUTWARD.

Per French steamer *Hooghly*, Sept. 13 (booked from London).—To Yokohama: Mr. Dupont, Mrs. David. To Shanghai: Mr. and Mrs. Hall. To Singapore: Mr. Bansigier, Mr. Bailliere, Mr. Riechmann, Mr. Motion, Mrs. Bogard, Dr. Campbell and lady. To Hong Kong: Mr. Hulse, Mr. Pearson, Mr. W. Wilson, Mr. Harwood. To Batavia: Mr. Fraser. To Galle: Mr. and Mrs. A. G. Thompson and family, Mr. Rainat and family, Mr. Winzer and lady, Mrs. Poponot.

Per French steamer *Peiho*, Sept. 27 (booked from London).—To Yokohama: Mr. F. der Heyden. To Hong Kong: Mrs. Deane, Miss Deane, Mr. and Miss Lechler, Miss Peter, Miss Sness, Miss Graham, Mr. Josephson, Mr. Schaub. To Shanghai: Mr. Grosvenor, Mr. Hodgson. To Batavia: Mr. D. Koek v. Leuven, Mr. and Mrs. Shee, Col. the Hon. W. Fielding, Mr. and Mrs. Oosteron and two children, Mr. and Mrs. van der Leuw. To Galle: Mr. and Mrs. Ballardie, Mr. Fitzroy Kelly, Mr. H. Dies, Mr. C. Miller.

Per French steamer *Meikong*, Oct. 11 (booked from London).—To Shanghai: Mrs. Seward. To Hong Kong: Mr. Scott, Mr O. E. Edwards, Mr. F. Mortimer. To Galle: Mr. Karslake, Mr. Cross, Mr. and Mrs. Vandesper. To Batavia: Mr. Holland and three daughters.

Per French steamer *Sindh*, Oct. 25, (booked from London).—To Shanghai: Mrs. Little, Mr. Leopold Lefebre.

Per P. and O. steamer *Zambesi*, from Southampton, Sept. 10.—To Hong Kong: Mr. Legge. To Singapore: Mr. J. W. Withan, Miss King. To Ceylon: Mr. R. W. D. Moir, Mr. Dashwood, Mr. T. Skinner.

Per P. and O. steamer *Australia*, from Southampton, Sept. 24.—To Ceylon: Mrs. Dowden, Mr. H. K. Phillips, two Mrs. Brereson, Mr. E. A. Marras.

Per P. and O. steamer from Southampton, Oct. 8.—To Ceylon: Mr. and Mrs. Barker and son, Mr. Dunlop. To Galle: Miss Copeland. To Singapore: Mrs. G. F. Hose Mr. and Mrs. Skinbrigge.

Per steamer *Glenfalloch*, from London Sept. 6.—To Singapore: Mr. A. Cane. To Hong Kong: Messrs. V. Meyenberg, J. Beaton, O. G. Meier, L. Hartoigson. To Shanghai: Mrs. Page.

Summary of News from the Far East.

CHINA.

SHANGHAI.

The present mail brings advices from this port to the 26th July; the French mail from London, 5th June, arrived out on the 20th July, and the following P. and O. mail of 12th June on the 23rd July. The following summary of news is from the *North China Herald*:—

The minutes of the meeting of the French Municipal Council held on the 22nd June have been published. Correspondence was laid on the table which had been exchanged between the Consul-General and the Chairman of the Council, on the non-convocation of the ratepayers to assist at the meeting at which the Budget was passed, and as to the yielding up to the Chinese by the Consul-General of the ground in dispute in the Ningpo and Saigon road affair. As to the first, the Council considered itself freed from responsibility by the refusal of the Consul-General to convoke or preside at the meeting. As to the second, the Council decided to ask whether the electors mean to have their rights to this piece of public property vindicated before a proper tribunal. A special meeting is to be held to consider the matter of wharves and pontoons. It is proposed to refer to arbitration a little dispute with the English Council arising out of the repairs to Yang-king-pang bridge No. 2. The only other matter of importance is an instruction to the secretary regarding the division of the wheelbarrow-tax and the responsibility for the maintenance of the bridges over the Yang-king-pang, which has already been made public in the letter addressed to the English Municipal Council.

The fifty bales of raw silk salved from the wreck of the *Canton* have been sold by auction at Hunt's Wharf. The sale attracted a large number of bidders, almost all native dealers. The prices realised, per bale, were, for Tsatlee Kukee Kinhoc, Tls. 241 to Tls. 248; Tsatlee, Tls. 131 to Tls. 227; Tsatlee Blue Elephant, Tls. 132 to Tls. 228; Tsatlee Eagle, Tls. 129 to Tls. 192; Tsatlee Red Peacocks, Tls. 197 to Tls. 223; and Taysaam Kahing Tinghous, Tls. 140 to Tls. 159. There was a very brisk competition.

The U.S.S. *Ashuelot*, Commander Matthews, returned to Shanghai on the 21st July, after a cruise of over a month in the waters of the Yang-tsze above Hankow. The *Ashuelot* left that place on the 12th June, voyaged up the river for a distance of over 1,000 miles, or more than 360 miles above Hankow, and considerably above the point hitherto reached by foreign vessels. After having anchored at Ichang, where ceremonial visits were exchanged between the officers and the Taoutai and other dignitaries from the city, a party from the ship went overland on an exploring expedition, and met with the greatest kindness and good feeling everywhere. The excursion extended over several days, and after the return of the party steam was raised and the

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Ashuelot ran up to the gorges of the Yang-tsze. At one time the crowds about the ship were so great, and became so inconvenient to those on board, that it became necessary for the Taoutai to issue a notification to prevent any annoyance. At another stage of the *Ashuelot's* progress the assemblage along the banks of the river was computed at 50,000 to 60,000—immense numbers having repaired to Ichang from the districts round to see the extraordinary visitor. The *Ashuelot* reports that as far as she had reached water was found fit to float any steamer or tea ship visiting this coast. She also reports portions of the country above Hankow as very much inundated.

We are glad to be able to state, on the authority of Mr. Medhurst, H.B.M. Consul, that the subscriptions towards the Chinese Reading Room and Polytechnic School have reached Tls. 1,098.65 and $398. The Taoutai has given Tls. 200, the Manager of the Arsenal Tls. 100, the Hsien $100, and other Chinese gentlemen have subscribed with equal liberality.

The British str. *Glamis Castle* arrived at Woosung on the 22nd July, but could not get over the Bar. On her arrival at Woosung, high-water showed only 18 feet on the Bar, while the *Glamis Castle* drew 20 feet. The O. S. S. Company's steamer *Priam* arrived at Woosung on the 24th, but had also to remain until lightened of a portion of her cargo, so as to enable her to cross the Bar.

H. M.'s gun-vessel *Hornet* arrived in port from Nagasaki on the 23rd July, on her way to Tientsin and Chefoo, to relieve the *Curlew*. The *Thistle* left for Nagasaki on the 23rd.

We take the following items of intelligence from the *Shanghai Budget*:—

There have been rumours floating about of war between China and Japan being imminent, but we have been unable to trace them to any definite source.

The telegraph steamer *H. C. Oersted* returned on the 18th July from her telegraphic construction expedition to Foochow. We understand that the line between the Foreign Settlement and the Pagoda Anchorage was completed with all the anticipated despatch, but that from the settlement to the Viceroy's yamen in the city has not yet been erected. After that the steamer is said to have visited Amoy and Formosa, inspecting and prospecting, but with what result we have not heard.

The trial of Michael Martin on a charge of sending a letter to Alfred Silverthorne, threatening to burn down a house belonging to him, has taken place at the Supreme Court, before Sir E. Hornby and a jury. There was no Crown prosecutor. Mr. Robinson conducted the defence. The taking of evidence was soon over, after which Mr. Robinson contended in point of law that there was no case to go to a jury, as there was no evidence to connect accused with the sending of the letter, which was the gravamen of the offence charged. In support of his contention he quoted the leading case of King *v.* Howe. His Lordship made a note of this point, but overruled it, on which Mr. Robinson addressed an elaborate defence to the jury. The latter retired for about ten minutes, and returned with a verdict of guilty. His Lordship, after a few remarks, sentenced the prisoner to six months' imprisonment with hard labour, to be followed by deportation from this port; but added, in regard to this last part of the sentence, that if satisfactory security were offered he might consider it.

The strange agglomeration of races and languages existing in Shanghai has been well illustrated in H.B.M. Police Court. In one case of assault, one Bengalee speaking English was sued by another who needed a Bengalee interpreter, while, of the witnesses called, one was a Bengalee speaking remarkable English, the other was apparently also a native of Hindostan, but the fact that he spoke French seemed to hint of Pondicherry. They had all shipped in London for the steamer *Europe* but sailed for Cardiff. In another assault case, a German mate was sued by two Japanese; all of them belonging to a British ship. The Japanese were accompanied by an interpreter, and between their lengthened colloquies with the lattter, in a low, dropping, rhyming concatenation of utterances, and the hazy English in which he gave, in six words or so, the sum of the whole, made the examination one of the most excruciating we ever listened to. In the course of it, it turned out that the owner is a Scotchman, the captain a Dane; the mate a German; the second mate a European (?), while the remainder of the "fifteen all told" included 4 Malays, 2 Manila men, 2 Chinese, 2 Japanese and "another Japanese."

A few days since, while two large junks, bound up river, were tacking across the bows of H.M.S. *Frolic*, they were drifted by the last of the flood till they fouled her stem. But English oak proved too much for Foochow pine. The *Frolic* was scarcely scratched. One of the largest junk's masts went by the board. The other junk was unscathed.

As a gentleman, the other evening, was riding down through Hongkew, a noisy cur rushed barking from some house or shop into the roadway, and, getting among the horse's feet, caused it so to plunge and rear that the rider was thrown, and suffered a severe shattering of the right elbow joint, which will disable him for many weeks.

FORMOSA.

THE JAPANESE EXPEDITION.

A correspondent of the Hong Kong *Daily Press* writes as follows:—

Everything is so quiet here that one would be inclined to forget altogether the presence of the Japanese in the island, were it not for the sight now and then of a steamer passing by, flying a flag with a red sun upon a white field, or for the occasional appearance here of one or two strangers who wear European clothes, but show unmistakably Eastern features. The relations between the Chinese and the Japanese are in exactly the same state as they were a fortnight ago. The Chinese authorities still content themselves with firmly and politely requesting the Japanese to leave Formosa, and assuring them that no portion of Chinese territory can possibly be ceded to a foreign Power. At the same time they are making preparations in case peaceful measures should prove unsuccessful. A camp has been established in one of the Pescadore Islands, where there is a good harbour accessible in all weathers. M. Giquel is busy at Taiwan-foo making plans and inspecting fortifications. Mr. H. O. Brown, of the Chinese Customs' service, has just landed at Anping. As he was employed for some years by the Chinese in drilling troops at Tientsin, it is easy to guess what his employment in Formosa is likely to be. There is even some talk of laying a telegraph cable between the mainland and Tai-wan-foo. If this is really carried out, the presence of the Japanese will have quickened the wits of the mandarins in most astonishing degree.

The Japanese at Langkiaou are keeping very still. The south camp, which has been for some time their head-quarters, is a picture of neatness and tidiness. All the troops there are lodged in comfortable wooden houses. A road has been made to the shore, and trees planted. The army seems prepared to stay any length of time, but there are no arrivals of new troops, no fortications in course of construction. No new expeditions are being undertaken against the savages, but a few chiefs from the neighbouring villages occasionally come in to assure the General of the friendliness of themselves and their tribes. One road at least across the island is now considered safe, as the General and suite latterly rode across without an escort to the camp on the east coast, returning the same night.

The Taoutai of Taiwan has arrived at Takao and left for the Pescadores, where he was to change to another steamer and go to Tamsuy, Kelung, or Sau-o Bay. It is said that he has undertaken this voyage on account of some new complication with the Japanese in the north of the island.

TYPHOON AT KEELUNG.

H.I.C.M. despatch vessel *Wan-kien-chang* has arrived at Shanghai direct from Keelung, on her way to Tientsin, and brought on Capt. Tough, his officers, engineers and crew from the late s.s. *Laptek*. By this opportunity we (*North China Herald*) are in possession of particulars regarding the typhoon of the 17th inst., which proved so disastrous to the party from H.M.S. *Kestrel*, who it appears were at the time engaged in dismantling the wreck of the *Laptek*. The correspondent writes as follows:—

Very little remained to be done on board the *Laptek* after the services of the steamer's crew were dispensed with; but for fully a week previous to the day which proved fatal to so many of them Lieutenant Gardner, Mr. Jones, chief engineer, and twelve men and stokers of the *Kestrel*, under the superintendence of Mr. James Greig, of Messrs. Dodd and Co., Lloyd's agents, carried on the work of salving by themselves; and as the hull was to have been sold the next day, their occupation of it would not in all probability have lasted twenty-four hours longer. The gunboat steamed away into Keelung harbour as soon as the men were sent on board the wreck, but the cutter in which they were conveyed was left moored at some distance from them. For several days previously the position of the wreck was the same as when the typhoon came on, and the work of demolition having become difficult her condition was not altered much during that time. The hull was so denuded of everything that it is difficult to imagine how anyone could have lived on it even in fine weather; full of water fore and aft, up to the 'tween decks; saloon and engine-room skylights, the rail and stanchions, accommodation ladder, all hatches, midship and quarter-deck houses removed or in course of removal; all boats, life-buoys, ropes, rigging, sails, spars, chains, and anchors sent on shore to be sold, with portions of the engines, steam winches and windlass, and everything above water that could be torn away, "for the benefit of the underwriters"—nothing unfortunately was left to provide for the shelter or safety of the wreckers.

Masou Bay, where the *Laptek* was beached, is about ten miles from Keelung by water, having Masu Peninsula on the south and Double Rock on the North side, and from the latter a reef crosses the mouth of the bay about two-thirds of the way. The chief exposure is north-easterly, and along the shore for several miles there runs a sandy beach, with sand hills and water courses behind it. The hull of the vessel lay head out to sea, with the stern about one hundred yards from what in fine weather is the shore, but as it is only a narrow sandbank, the rollers during the typhoon must have swept clear over it and into the low land beyond. To the south of the ship's position only did the high land dip down to the sea, without being intercepted by streams and lagoons; therefore it will be seen that a swimmer had but a poor chance, in a dark night and heavy sea, of saving his life, even if he succeeded in gaining the beach directly opposite the ship. When it commenced to blow on the morning of the 17th, the ship worked a good deal, and as the wind increased during the after-

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noon it must have been something dreadful on board, as she lurched with the weight of water in her hold, springing the decks and causing the boiler to bump about out of its place. Towards night matters became much worse, and the Chinese servants begged to be sent on shore, as they said it was going to blow a typhoon. The others seem only to have had a slight suspicion that this might be the case, but one of the men-of-war's men and a Malay were allowed to swim on shore, and go in quest of a boat for them. The cutter had previously to this time been once in danger, and was with much difficulty moored further out by two seamen who swam off to her, but afterwards, dragging her moorings, she drove into the breakers and was swamped. A boat from the shore was at last induced to go alongside, and the boys and two Europeans were landed by it in safety, but it did not succeed in reaching the ship a second time.

Those on board now apparently recognised the danger of their situation. A raft had been constructed during the day, and by means of it all would doubtless have been enabled to reach the shore, but on being put over the side it broke adrift, and a sailor who jumped overboard, after an unsuccessful effort or two to bring it back, scrambled on to it and was landed on the beach in safety. Two more sailors were washed overboard about this time, and driven on the beach, clinging to a piece of the deck, making in all six men-of-war's men who have been saved. Between eight and nine o'clock, or later, a sea washed Lieut. Gardner and Mr. Jones off the deck. They were both good swimmers, but only Mr. Jones got clear of the wreck, and after a long struggle amongst the breakers, in which he was much bruised and exhausted, he at last got a footing. Lieut. Gardner, it is supposed, was hurled against the ship's side, or some floating portion of the wreck, and rendered powerless to save himself, as nothing is known regarding his fate than that he must inevitably have been drowned. Mr. Greig, on observing that Lieut. Gardner and Mr. Jones were washed away, went to communicate the fact to the remaining six men belonging to the *Kestrel*, who had taken refuge in the ship's iron galley, and who, it is believed, were all unable to swim. This he had scarcely done, when a heavy lurch of the vessel caused the iron door to slam, while he was holding on. Catching his hand, it broke his arm at the wrist; the next wave probably washed him overboard, and although he could swim fairly, his sufferings from the accident in all likelihood rendered him quite insensible to the fate which must have afterwards overtaken him.

In the thick darkness of that stormy night the survivors on shore neither saw nor heard anything of the six men who remained the last occupants of the wreck, and when the calm of morning came the most diligent search failed to discover any of the bodies, nor was anything to be seen to indicate the spot where the hull lay the night before. Only one body has been found up to this time, that of a seaman from the *Kestrel*, which was brought in to Keelung by Chinese fishermen and buried.

The hull of the *Laptek*, as it lies under water, was sold for $275.

HONG KONG.

Our advices by the present mail extend to the 1st August; the P. and O. mail from London June 12 was received on the 18th July, and the following French mail of June 19 arrived out on the 27th July. We take the following items of news from the *Overland Trade Report*:—

The ordinary half-yearly meeting of the shareholders in the Hong Kong, Canton, and Macao Steamboat Company took place on the 18th ult., Mr. G. Heard in the chair. The report was duly passed, and a dividend of 8 per cent. for the half-year declared.

The ordinary half-yearly meeting of the shareholders in the Hong Kong Hotel took place on the 22nd inst. The report showed a profit of $6,843, and a dividend of 2½ per cent. for the half-year was declared, leaving a balance of $2,198 to be carried forward.

Some further facts have been published with reference to the manner in which the Hoppo of Canton has managed to put an end to the carriage of cotton from Hong Kong to Canton in foreign steamers.

The Chinese merchants in Hong Kong have forwarded a memorial for protection against the Chinese revenue cruisers, which have been making grievous havoc with the trade. They set forth that they were promised protection on the cession of the island, and that in consequence many settled at Hong Kong as traders, but that at present they are unable to carry on their business except under great restraints from the squeezing cruisers which surround the harbour. It is announced that the Chamber of Commerce intend to forward a similar memorial. The course adopted will probably have the effect of calling prominent attention to the subject in England, but there is no doubt that the matter is one which can be better treated by specific action in individual cases on the spot than by reference home, Seeing, however, that the local government is so loathe to do anything, a reference home is the only remedy left; but except so far as it may have the effect of making the officials here a little more active in such cases, it is to be feared it is not likely to produce any immediate beneficial result, as, if a diplomatic question be raised in regular form, there is undoubtedly much which may be urged which will go in favour of strengthening the position of the Chinese, and they will be able to stretch whatever dictums of international law may be pronounced in their favour on the supposition of their collecting a legitimate revenue, so as rather to strengthen them than otherwise in the line of action which has proved so vexatious to the trade of the colony.

(FROM OUR OWN CORRESPONDENT.)

An enterprising speculator, who happened to have by him just now the particular mercantile commodities which are in most request, might realise in a very short time a handsome fortune by the judicious disposal of his wares. We have a sufficiency and more of enterprising speculators, but unfortunately they none of them keep on hand the articles which are at present in urgent request. Stands of arms, with all the latest improvements, and ready-made ironclads are not to be found in the godowns of our principal merchants; and these are the sort of goods at the present moment most adapted to the Chinese market. The offer of the Chinese Government to purchase from Great Britain the *Iron Duke* was no *canard*, but a proposition made in perfectly good faith by the would-be buyers, to whom a sum of $2,000,000, or one of twice that amount, is not a very serious matter. The Chinese are good believers. They believe not only that every man has his price, but also that everything may be bought for money, and that a place, or a fleet if necessary, may be obtained, provided enough is given for either or both of them. In the matter of the *Iron Duke*, the authorities could hardly be convinced that that vessel was "not for sale." When they did realise that fact, they made the best of their knowledge, and comforted themselves for their disappointment by ordering two bran new ironclads to be made with speed in England, and transmitted their orders through the British Consul at Canton. They have bought up all the rifles, good and bad, that were obtainable. They mean, if they can, to give Japan a lesson. They did not at first attach much importance to the Japanese raid upon Formosa. Indeed many of the chief men among them did not even know where or what Formosa was. Most of them hardly knew that such an island existed, still less that it was part of the Chinese Empire; and only the few very best informed were aware that it was not part of the mainland. They were content in the first instance, when they found that such a place, so objectionably inhabited, did belong to them, that the Japanese, or any one else, should take the pains and incur the expense of chastising the savage islanders; but they cannot bear the idea of Japan, now that the work is done, wanting her expenses paid, or, failing that, requesting to be allowed peaceably to colonise the island. The present attitude of the two Powers is sufficiently ridiculous. Japan is fearful of the overwhelming numerical force of China, and begins to wish that she had not meddled. If she could see how to get out of the difficulty, without losing her money and her honour, she would withdraw her 3,000 troops to-morrow. The minds of the Japanese Executive are much exercised just now, and public business of national importance is neglected at Tokio, through the embarrassment of the officials, and their endless discussions. On the other hand China is alarmed at the European weapons, European vessels, and European servants of the smaller Power. Hence she has assembled an overwhelming force to throw into Formosa. To drive away the handful of Japanese who at present occupy that island, she has concentrated some 30,000 or 40,000 men at and near Amoy, on the coast of the mainland, in order to strike surely and effectively, if strike she must. She has dallied and played with Japan, coquetted with her propositions, humbugged her envoys, and now that politic deceit is no longer necessary, she has thrown off the mask. If Formosa is not instantly evacuated by the Japanese troops there will be a struggle, of which the result must be disastrous to Japan. The idea of a war, under such circumstances, is so popular in China that volunteers have been solicited in Canton, and have actually responded to the appeal. The comet which was visible in the early part of last month, and which is now hiding somewhere in the region of the sun, is, as was to be expected from the Chinese nature, blamed for the disturbance; which, though extremely ludicrous, has yet its serious aspect. China is as remorselessly inimical to foreigners as she was before the lesson she received fifteen years ago, a lesson which she is fast forgetting, and which the truckling policy of our national representatives near—for they are not at—the Court, is teaching them to forget. In the event of China being victorious in the approaching struggle with Japan she will not be slow to "give cheek" to the first comer from the West.

Your somewhat swinging articles upon the Consular Service have excited here a perfect *furore* of execration. The English press of North and South China and Japan has, with a unanimity rarely to be found amongst its members, taken up the cudgels on behalf of the subjects of your censure. What could have induced you to suppose that student interpreters were not diligent; that they had any other occupations than those involved in the sedulous pursuit of their profession? What reason had you to suppose that Mr. Wade was a wonderful sinologue, but no great thing at diplomacy? You cannot seriously think that Great Britain could be better represented in China by a man who knew less Chinese, and had a higher notion of his country's dignity.

We had a Distillery Company in Hong Kong. First. Too much faith brought it to grief. Its virtue was its downfall. It was Charity herself, "believing all things, trusting all things, enduring all things." It thought it could make spirits, and did so, such as they were, or are, for there is some of the dew from its still left still. I will not give you the whole his-

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tory of the concern. The directors were sensible shrewd men of the world, business men in fact. One of them, starting from small beginnings in the carpentering line, had by industry and frugality accumulated a fair fortune, a considerable portion of which, some forty thousand dollars at least, he loses by this venture. Another director was a prosperous newspaper proprietor. All were men in good positions, and ought to have known that it was impossible to sell large quantities of spirits at half of what the manufacture cost them, and make a profit out of the loss. Yet they seem to have believed this fallacy, and to have induced shareholders to believe it also. They talked at their meetings in a most cheerful way of their losses, and kept on lending money and taking shares. This pleasant state of things would have continued had not the representative of a leading. firm, which had been supplying them with molasses, stopped the flow of the nectarous fluid, and then, with unsoftened heart, sued the directors collectively, and individually, for a small bill of $ 20,000. Fancy £5,000 worth of treacle! How many infant mouths might it have lubricated! How many pounds weight of jumble and hardbake might it not have provided for grateful schoolboys! The case went against the directors, and, urged by bad example, the ungrateful shareholders have begun to sue. The conclusion of one suit was heard to-day. A gentleman who bought shares, and is not the sort of person to lay himself out to buy pigs in pokes, but on the contrary, has the reputation of knowing pretty well what he is doing, and of keeping at least one eye open to the main chance, sued the directors for the value of his shares. The Chief Justice had reserved his decision, which will not be promulgated till after the vacation. Should it be in favour of the plaintiff, more litigation of the same sort will follow. Meanwhile, the public opinion is that the buyer had an eye to immediate business in his purchase, and that he thought a temporary rise in the price of shares would put money in his purse. Just now he is expected to feel rather mean, and the directors are expected to feel particularly foolish.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 9th August; the French mail from London 3rd July was received on the 2nd August, and the following P. and O. mail of July 10 arrived out on the 7th August. The following summary of news is from the *Straits Times*:—

The Governor returned to Singapore on the 14th July, after having called at the Pangkor Islands, Klang, and Langkat on his way from Penang. Everything was quiet at those places. One of the turbulent leaders of the late Klang disturbances had, we learn, got into the neighbourhood of Sunghie Ujong, and was endeavouring to obtain a few followers, but Tunku dia Oodin, the ruler of Klang, will, it is believed, be able to defeat his designs. Though the treaty with Perak and Larhoot has been ratified, no Residents have yet been appointed to those States, which is to be regretted, as the provision with respect to Residents is the point upon which the success of this engagement hinges, and too long delay in inaugurating the new form of administration may permit complications to arise between the chiefs, which would make the protectorate more difficult of establishment at a later date, and seriously retard the prosperity of those territories and the development of their resources. It is, therefore, urgent that the voluntary engagement entered into by the Sultan and chiefs, and which, moreover, is in accordance with the desire of former rulers for years past, should be availed of at the earliest possible date, lest the golden opportunity be lost.

The session of the Legislative Council will now no doubt be shortly resumed, when we shall be in possession of the correspondence and papers alluded to in H. E. the Governor's opening speech, about which considerable curiosity has been felt. It is probable one of the first subjects for consideration will be the estimates for the ensuing year, which we understand have been fully made up, though not yet published.

We are in possession of no late news from Atchin. At last accounts, the Atchinese still continued hostile, and even the people of the West Coast, who had given in their nominal adhesion to the Netherlands, showed anything but a friendly spirit, the Sultan of Analaboe being reported as actually absent with his forces fighting the Dutch at the Kraton. Reinforcements have been sent from Batavia to the assistance of the garrison, with what result we have not learned. The Java papers state that the Atchinese envoys who have lately returned from Turkey have sought to make terms with the Netherlands India Government, but that the offer has been declined, they being referred to the commander of the Dutch forces in Atchin. Notwithstanding the Netherlands official assurances of the favourable disposition of the people, it is apparent that the Dutch forces have made but little advance, and that the people are as hostile as ever, contesting every inch of ground. There is no longer any doubt that if the Netherlands Government intend to continue the war, a third and possibly a fourth expedition will have to be despatched.

The steamers arrived *via* Suez Canal have been the *Eastern Isles*, from Glasgow, on the 1st Aug., *Galley of Lorne*, on the 4th, and *Glenfinlas*, on the 5th, from London; and the *Hector*, on the 7th, from Liverpool. The departures homeward have been the *Glenlyon*, on the 30th July, *Cheops*, on the 3rd, and *Ajax*, on the 5th August, for London; and the *Tchihatchoff*, on the 5th, for Odessa, all with tea cargoes.

The Bill entitled the "Final Supply Ordinance for 1873" is published in the *Straits Settlements Government Gazette*. It enacts that whereas by Ordinance No. 11 of 1872 a sum not exceeding $1,331,636.23 was charged upon the revenue of the colony for the service of the year 1873, and this sum is insufficient, a further sum of $214,562.41 is authorised to be charged upon the revenue. The proportion for each head of service is as follows:—Establishments, $8,029.89; pensions, $2,054.82; revenue services, $2,318.12; administration of justice, $427.97; education, $1,549.67; medical, $8,335.14; police and gaols, $25,016.36; convict department, $58,791.14; harbour department and lighthouses, $3,670.08; Government vessels, $11,129.36; conveyance of mails, $9,615.09; rent, $1,046.10; transport, $5,420; interest, $277.40; miscellaneous services, $5,278.64; works and building, $61,080.81; roads, streets, and bridges, $917.66; land and houses purchased, $450; military contributions, $487.32; special expenses, $8,666.84; giving a total of $214,562.41.

The Postmaster-General's Report is published also in the *Gazette*, and from that document it appears that the Department has made steady progress during the years 1872 and 1873. The number of letters, &c., received in 1873 for local distribution were 55,933 in excess of those received in 1872, and 55,596 more letters, &c., were despatched during 1873. The revenue of that year exceeded that of 1872 by $4,306.44. There was also a large increase in the money-order transactions. The sub-post-offices opened at Butterworth and Bukit Tamboon in Province Wellesley have more than paid their expenses. The attempts made to enter into conventions with the neighbouring Governments with a view to the adoption of a uniform rate of postage, with free delivery at each end of all prepaid correspondence exchanged with the Straits Settlements, are likely to lead to satisfactory results. In a few months it is probable that such correspondence will be conveyed between the Straits Settlements and Netherlands India, China, Japan, Saigon, and Sarawak at a cheap rate, without charge on delivery. A scheme for affording the Chinese labouring classes greater facilities for communicating with their friends in China is now under Government consideration, as is also the establishment of a savings bank in connection with the General Post-office. The new General Post-office commenced last year is approaching completion. Last year the Dutch expedition to Atchin opened Field Post-offices, and the bulk of their correspondence passed through the Post-offices at Singapore and Penang. As there is no connection now between the P. and O. steamers from Australia to Galle and those between Bombay and China, the Australian mails *via* Ceylon were for the most part of 1873 brought on to Singapore by the Messageries steamers, the French Post-office claiming a share of the postage. It is satisfactory to learn that no mail has been lost, and that where letters have not reached it has been the fault of the writer. One eccentric person, for instance, posted a letter addressed as follows:—"Miss —, with the White Cross on the Locket, Peterboro Station Refreshment Room." This communication duly reached the nameless young lady, ornamented as described, but unfortunately the sender neglected to pay the postage, and the etter was not accepted.

Commercial Report.

(For dates see first page.)

IMPORTS.

HANKOW.—The market for Piece Goods had been comparatively quiet, and the only feature of moment to notice had been a considerable improvement in the value of Woollens, particularly Long Ells.

SHANGHAI.—There had been little improvement on the market generally, which with some few exceptions had remained quiet throughout the fortnight. There had, however, been some enquiry for common Drills, Jeans, and Long Ells. At the close the market was dull, with the exception of Drills, which were still enquired for. At auction goods had continued to realise fair market rates. Cottons had mostly remained very quiet. Grey Shirtings: Heavy goods were lower; 8¼lbs. quiet, and without alteration. T-Cloths: Little enquiry, but unchanged in value. White Shirtings without improvement. Drills had been in considerable demand, and prices had advanced; rather a large business had been done, and stocks were much reduced. Fancy Cottons were without alteration, but there had been a small enquiry for Velvets. Woollens and Worsteds showed but little change. Long Ells, Camlets, and Spanish Stripes had been asked for, and the former showed some improvement for assorted cargo; the stock was small. At auction Camlets showed a small decline, while Spanish Stripes had realised rather better prices.

HONG KONG.—There had been considerable improvement in the demand for both Piece Goods and Yarns, and large transactions were reported for the fortnight. Messrs. Olyphant and Company's Circular says:—Cotton Yarns: A rather better feeling has existed, as the stocks of good and best qualities of Nos. 16 to 24 and 28 to 32 are light, and

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mporters have thus been enabled to display more firmness in treating with native buyers for these kinds ; but for common Yarns there is no enquiry, and values are more or less nominal. Nos. 38 to 42 of really good spinning will readily command extreme rates. Piece Goods: During the first week of the fortnight there was a decidedly better enquiry for both 7 lb. and 8/4 lb. Grey Shirtings, and a fair business was done in these weights ; but latterly the demand has fallen off, and closing prices are the same as those last given. White Shirtings are wanted, and are generally dearer. Drills have been considerably bought, and present values show a sensible improvement, which is well maintained at the close. Prices of T-Cloths are unchanged, with the exception of 6 lb. ordinary makes, which have been sold at an advance of 1 to 2 cents per piece, and are at present held for still higher figures. Woollens: The enquiries of dealers have resulted in fair settlements of the principal fabrics, and prices are now somewhat better for nearly all heavy goods, but the wants of the natives are as yet mainly for the best makes and qualities. Metals: Tin is weaker, as full supplies are reported on the way from the south. Lead has been in good demand, both from native dealers and foreign speculators, and prices now show a fair improvement. Quicksilver has advanced, under the influence of recent purchases by foreigners, and extreme rates are now demanded. Coals: There has been no movement whatever in Cardiff and English kinds.

CANTON.—Lead had been fairly active for common kinds, 1,400 piculs of which had found buyers at $7.90 to $7.95 per picul, leaving a stock of 2,500 piculs on the market. There was no supply of W.B., the quotation for which was $8.00 to $8.05 per picul. Quicksilver was quoted at $182.00 to $184.00 per picul, with no transactions.

SINGAPORE.—The market for Piece Goods generally had been very quiet, and there was little change in prices. 8¼ lbs. Grey Shirtings were firmer, but only a small business doing. The demand for all qualities of White Shirtings had fallen off. White Spots neglected. 40s Grey Yarn in more demand, which had been met at lower prices. Low qualities of White Cambrics in excellent demand, and none in first hands ; Turkey Red Cambrics in no request whatever.

PENANG.—No improvement had taken place in the import market during the fortnight; transactions had again been on a very limited scale, and prices had still further declined.

EXPORTS.

TEA.

HANKOW.—Messrs. Evans, Pugh and Co.'s Report says :—During the fortnight under review, there has been a fair business transacted in secondcrop Teas, amounting to 18,000 chests, which is same as in corresponding time last year, but arrivals are 53,500 chests, against 48,800 chests, and shipments to Shanghai 37,000 chests, against 32,000 chests. Prices have ruled firm in consequence of the high rates current in Shanghai, which have made Teamen very independent about selling in this market; our quotations have had an upward tendency till an advance of one Tael per picul has been established during the last few days. Chon-sow-ki second crops have been in some demand at from Tls. 21 to 24½ per picul, the highest quotation being paid for "Pinghing" by a Russian buyer ; the chop "Chune-cut" realised Tls. 24. These Teas possess better quality than the Oopacks generally. Second crop Oanfas are of fair quality, and have been selling at Tls. 20½ to 24½ per picul. Ly-lings of this crop are as usual dull and flavourless, but have commanded Tls. 17¼ to 17¾ per picul. Of the 40,000 chests of second crop so far settled 8,000 chests are for Russia. There are no indications of the shortness in supplies of second crop, which we anticipated a fortnight ago, arrivals being so far 92,000 chests against 72,000 last year. Quotations are, for Fair to Medium Oopacks, Tls. 17 to 24½, against Tls. 15 to 23¾ at same date last season ; Oanfas, Tls. 18¼ to 24½, against Tls.16½ to 20 ; Oonahms, Tls.13 to 19¼, against Tls. 11½ to 17½. Settlements to date are, 262,577 chests, against 269,522 chests in 1873. Shipments on Native account, 105,960 chests, against 110,330 chests in 1873 ; Contracts, 3,437 chests, against 11,324 chests in 1873 ; Stock is estimated at 5,562 chests, against 9,764 chests in 1873. The following is a comparative statement of the export hence: 1874-75, 45,227,039 lbs.; 1873-74, 44,668,936 lbs.; 1872-73, 41,200,874 lbs.; 1871-72, 40,095,971 lbs.; 1870-71, 31,026,321.

KIUKIANG.—Black Teas.—Fourteen chops Ningchows, equal to 2,588 chests, had been settled during the fortnight at Tls. 21.8.0 to 27.5.0 per picul. Total arrivals amounted to 125,433 chests.

SHANGHAI.—*Black :* A large business had been transacted, settlements averaging about 3,500 chests a day. Prices for all descriptions, except good common to fair, showed a decline of Tls. 1 to 1½ a picul on last P. and O. mail's rates. Good common to fair were sought after, and had fully maintained previous quotations. For low and common Teas (Shuntaams) there was no market. Compared with last year's rates at this time, Teas costing Tls. 16 to 17 last year were worth Tls. 19 to 20. Medium Oopacks were about on a par with last year's prices; medium Oonams and Oanfas were Tls. 1 to 2 dearer, and Ningchows were fully Tls. 2 to 3 higher. Arrivals were coming forward freely ; the second crop so far was in excess of last season's yield, and the scale of prices gave every encouragement to Teamen to manufacture a very full third crop. Settlements for the fortnight, 40,700 chests ; re-shipments, 1,875 chests ; stock, 31,300 packages.—*Green :* The demand for Pingsueys had been well sustained, but prices showed a decline which was most perceptible on Teas of common quality. Several chops of Taiping Teas had been bought at prices about 3 taels above rates paid for the same description of merchandise last season. A few chops of Countay Tea had arrived in market. The stock was, as yet, too small to give any definite idea of the crop, but, judging from musters seen, the quality was much the same as last year. Teamen, as is usual at the beginning of the season, talked of high country cost, and asked correspondingly exorbitant prices here, Tls. 50 being demanded for the best chop, but it remained to be seen whether any sanguine foreigners would be found to accede to their extravagant ideas. The following were about the prices paid :—For Pingsuey, 20,151 half-chests at Tls. 24¾ to 25 per picul ; for Taiping, 1,463 half-chests at Tls. 33½ to 36½ per picul ; for Local-packed, 3,423 half-chests at Tls. 29¼ to 35 per picul ; settlements, 25,037 half chests ; re-shipments, 1,415 half-chests.

FOOCHOW.—During the week buying had been very active, a good demand existing for all descriptions. Congou : Settlements had been 36,300 chests at Tls. 5 to Tls. 27. Rates paid showed some irregularity though the Teamen were willing sellers at quotations. Second crop Kaisows were arriving freely, and a few sales had been reported at Tls. 19 to Tls. 23, being about last year's rates. Arrivals during the week 35,000 chests. The following were the current quotations, duty paid. (The cost at which Teas lay down in London calculated at Exchange of 4s. 2½d. and freight £3.) Dust and siftings. 6½d. to 7¾d. ; broken leaf to common, 8¼d. to 11¼d. ; fair to good common, 11¾d. to 1s. ; flavory to medium, 1s. 1½d. to 1s. 4d. ; good medium to fine, 1s. 4½d. to 1s. 7d. ; fine, 1s. 7¼d. Souchong : settlements 2,800 chests at Tls. 15½ to Tls. 34, medium to fine kinds being a shade easier. Arrivals 200 chests. Oolong : settlements 100 half-chests at Tls. 23½. Arrivals 4,500 half-chests. Scented Teas : settlements 7,960 boxes at Tls. 23 to Tls. 25 for Orange Pekoe, and Tls. 17 to Tls. 23 for Capers, being about former rates. Arrivals, 11,000 boxes. Flowery Pekoe : settlements 270 chests at Tls. 33 to Tls. 40. Arrivals, 200 chests.

AMOY AND TAMSUI.—Very little business had been transacted at Amoy. Stocks were still accumulating, and Teamen were firm at prices, which were far too high for buyers. Oolong : Stocks 90,000 half-chests, which were firmly held for very much higher rates than the New York market can afford. Most of the chops lately settled had been for the London market, and there still appeared to be little prospect of business to any extent for the American market for some time to come. Congou : Stocks somewhat reduced. Quotations: common cargo $16 to $18, fair cargo $19 to $20, good cargo $21 to $22. Formosa Oolong : Later advices from Tamsui do hot show any improvement in this market. Fine Teas were scarce, and owing to the firmness of holders, only a very small business had been done. The stock on offer amounted to about 2,000 piculs poor quality Tea.

CANTON.—The market had remained very quiet ; Teamen, however, had shown rather more disposition to realise, and some business had in consequence resulted, at somewhat easier rates. Scented Capers.—Fair to good medium Teas had principally been dealt in up to Tls. 22, but of fine and finest quality the market was entirely bare ; very few musters had been shown of third crop Teas, as in the existing state of the market Teamen were not willing to pay the prices asked for the leaf in the country. Scented Orange Pekoes.—A few parcels of good long leaf had been shown on the market, and these had found buyers at about previous rates ; the result of these sales was not satisfactory we hear to the Teamen, and the bulk of the Tayshan leaf would probably be used for Congou. In other descriptions we do not hear of any business having been done. Settlements reported :—Scented Caper, 14,000 boxes at Tls. 16.00 to 22.0.0 per picul. Scented Orange Pekoe, 5,000 boxes at Tls. 18.00 to 27.50

SILK.

SHANGHAI.—The fortnight's settlements had been again on a large scale, which had been chiefly owing to the decline in Exchange, and influenced by continued heavy arrivals the Chinese had been current sellers, and prices had declined from 5 to 10 taels ; Tls. 405 for best chop No. 3 ; Tls. 367½, 347½, and 327½, for No. 1, 2 and 3, Gold Lion ; and Tls. 307½, for Red Peacock, being the last prices paid. There had been a small enquiry for the American market, amounting to about 200 bales. Settlements for the fortnight, Chinas, 7,000 bales. Total settlements since 1st June, 18,500 bales ; against 1873-74, 12,000 bales ; 1872-73, 22,500 bales. Comparative unsold stock on this market on the 24th July, 1874, 14,000 bales ; 1873, 9,000 bales ; 1872, 7,500 bales.

CANTON.—During the fortnight but little had been doing on this market, higher prices here and very discouraging telegrams from both London and the United States having almost entirely put a stop to business. In consequence of there being so little demand only a very small quantity of 3rd crop Silk had arrived on the market ; that which had arrived showed a bright colour, was of fair quality but the thread somewhat coarse. During the fortnight the only authenticated settlement had been one of 15 bales market Tsatlee ; no new contracts for rereels had transpired ; of Waste Silk 300 bales had been shipped to London and 126 bales of Pierced Cocoons. Stock consisted of 500 bales Tsatlee Reel, 200 bales Loongkong, 100 bales Cumchook and Lacklow and 300 bales of inferior descriptions.

LATEST TELEGRAMS.

KASHGAR AND CHINA.

BERLIN, SEPT. 10.—Yakoob Ameer of Kashgar has defeated the Chinese troops menacing his frontier. The Kashgar troops were commanded by the Ameer's son, and partly consisted of foreign auxiliaries.

THE FORMOSA DIFFICULTY.

SHANGHAI, SEPT. 10.—Okuba, the Japanese Ambassador, has arrived at Peking. Public opinion here is favourable to a pacific solution of the Formosa difficulty, and reports are current that the question will be submitted to the arbitration of the United States or Italy.

THE MAILS.

PRESENT INWARD MAIL.—BRINDISI, SEPT. 9.—The P. and O. Company's steamer Ceylon arrived here at 2.0 A.M., and the mails left at 2.40 A.M. for London.

NEXT INWARD MAIL.—SUEZ, SEPT. 8.—The Messageries Maritimes steamer Meikong, with the inward French mails from China and Japan, left here to-day for Port Said and Marseilles, at which latter port she may be expected on the 17th inst.

INWARD MAIL DUE OCT. 5.—GALLE, SEPT. 7.—The Messageries Maritimes steamer Sindh, with the inward French mails from China and Japan, left here to-day for Aden.

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OUTWARD MAIL OF AUG. 16.—GALLE, SEPT. 8.—The Messageries Maritimes steamer Ava, from Marseilles on the 16th ult., left here to-day for Singapore.

OUTWARD MAIL OF SEPT. 4.—SUEZ, SEPT. 11.—The P. and O steamers *Delhi*, for Bombay, and *Khiva*, for Calcutta, left here to-day. with the outward mail from London, Aug. 27-Sept. 4.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2¾d. to 4s. 3d.	4s. 3¼d.	4s. 3⅞d.
Shanghai „	5s. 8½d. to 5s. 8¾d.	5s. 9d.	5s. 9⅛d.
Canton „ ... / Hong Kong „ ... / Macao „ ...	4s. 2⅛d.	4s. 2½d. to 4s. 2⅝d.	4s. 2⅜d.
Singapore „	4s. 2d.	4s. 2¼d.	4s. 2⅜d. to 4s. 2½d.
Manila „	4s. 1d. to 4s. 1½d.	4s. 1½d. to 4s. 2d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 307	224½
„ Hong Kong	27 to 27½ dis.	—
Bar silver	Tls. 111.2.0	9½ prem.
Mexican dollars	„ 73.2.5	¾ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 11 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 38 per cent. discount.
China Traders' Insurance Company, $700 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 5 per cent. premium
Hong Kong Fire Insurance Company, $315 prem.
Union Insurance Society (new shares) $60 premium.
China and Japan Marine Insurance Company, Tls. 95 per share.
China Fire Insurance Company, $29 premium.
Victoria Fire Insurance Company, $20 premium
Indo-Chinese Sugar Company, 9½ per cent. dis.
Shanghai Steam Navigation Company, Tls. 91 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 8¾d., at Hong Kong 4s. 1⅞d., at Singapore 4s. 2d.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, July 21, Joseph Dodds; 22, Glamis Castle (str.); Sept. 10, from —, Hanover.

At HONG KONG and CANTON.—From London, July 30, Melbrek; from Liverpool, 19, Priam (str.); 30, Patroclus (str.); from Hamburg, 27, Essen (str.); from London, &c., Sept. 10, Paris (str.), Charles Albert (str.), Falcon, Atalante (str.).

At SINGAPORE.—From London, July 25, Peking (str.); Aug. 4, Galley of Lorne (str.); 5, Glenfinlas (str.); from Glasgow, 1, Eastern Isles (str.); from Cardiff, Iris; 2, Adelphoi; from Italy, 4, Vittor Pessoni (str.); from Liverpool, 1, North American.

At PENANG.—From London, July 29, Galley of Lorne (str.); Sept. 5, Hope; from Liverpool, Aug. 4, Hector (str.).

DEPARTURES.

From SHANGHAI.—For London, July 18, Dartmouth, Sir Lancelot; 19, Glenlyon (str.).

From FOOCHOW.—For London, July 22, Cheops; 24, Ajax (str.), Ascalon.

From HONG KONG and CANTON.—For London, July 17, Menelaus (str.); 28, Ajax (str.); Sept. —, Hector (str.).

From SINGAPORE.—For London, July 25, Cathay (str.), Menelaus (str.), Orion (str.); 30, Glenlyon (str.); Aug. 4, Cheops (str.). Ajax (str.); 6, Eurus, Southport; for Odessa, 6, Tchihatchoff (str.); for Boston, July 31, Crest of the Wave.

VESSELS LOADING.

At SHANGHAI.—For London, Glamis Castle (str.), Iotus (str.), Priam (str.), Lauderdale, James Shepherd; for New York, John R. Worcester.

At FOOCHOW.—For London, Montgomeryshire (str.), Egeria (str.), Forward Ho, Norman Court, Cassandra (str.).

At HONG KONG and CANTON.—For London, Golden Spur (at Macao), Faith, Jessie McDonald; for New York, Rifleman.

At SINGAPORE.—For London, Meteor, for Hamburg, Esperansa; for New York, Olivia Davis, Evening Star.

At PENANG.—For London, Luzon, Elly.

FREIGHTS AND CHARTERS.

At SHANGHAI.—To London, per steamer, £3 per ton of 40ft., and £2 10s. per ton of 50ft., sailing vessel. (By telegram £3.)

At FOOCHOW.—To London, per steamer, £3 per ton of 40ft., and £3 10s. per ton sailing vessel. (By telegram £3.)

At HONG KONG AND CANTON.—For London and New York, £3 12s. 6d., and £3 5s. per ton of 50ft. and 40ft respectively. (By telegram £3.)

At SINGAPORE.—To London, £2 10s. to £2 12s. 6d. dead weight, and £3 5s. light cargo, with downward tendency.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
July 14	Sacramento	New York	Samarang
„ —	Coquette	Hamburg	Manila
„ —	Pride of the Ocean	Rio Janeiro	Order
„ —	Joackim Christian	Hamburg	Hong Kong
„ —	Comet	Cardiff	Do.
„ 15	Morning Light	Do.	Do.
„ —	Har Bary	Manila	New York
„ 16	Rose	Singapore	Freemantle
„ —	Johanna Maria	Flushing	Samarang
„ —	Dirigo	New York	Batavia
„ 17	Liguria	Sourabaya	Falmouth
„ —	Mindoro	Ilo Ilo	Boston
„ 18	Critesiur	Manila	New York
„ 19	Commercant	Newcastle	Saigon
„ 21	Wijlo	London	Shanghai
„ —	Emily Smith	Albany	Singapore
„ —	Barea	Manila	Havana
„ 23	Lady Hincks	Singapore	London
„ 24	Maria Fidela	Manila	Do.
„ 26	Naval Brigade	Singapore	Liverpool

SHIPPING POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—Sept. 8, off Beachy Head, from Java, Atlantic; 10, at Falmouth, from Rangoon, Mysore; 9, at Liverpool, from Rangoon, Pons Ælii; 6, off Copenhagen, from Akyab, for Flushing, Freia; at San Francisco, from Hong Kong, Horatio Sprague; 11, at London, from Colombo, Isurium; 10, at Falmouth, from Rangoon, Bengale; 11, Lady Lisgar; at Liverpool, from Rangoon, Peruvian Congress; at Queenstown, from Akzab, Prospero; from Rangoon, Prince Leopold.

DEPARTURES.—None.

LAID ON.—At London, for Singapore, Hong Kong, and Shanghai, Glenlyon (str.); at London, for Shanghai, Belted Will; at Liverpool, for Batavia and Sourabaya, Hawkhope.

SPOKEN.—Eastern Chief, Nagasaki to London, June 30, in Gaspar Straits; Cornelia (Dutch ship), from Batavia, Aug. 2, off the Cape; Sumatra (Amer. ship), Manila to New York, Aug. 17, 17 S., 4 W.; Hollinside (Eng.-ship), Newcastle to Galle, Aug. 7, 10 N., 25 W.

CASUALTIES.—Algiers, 10th Sept.—Of the cargo of the Yorkshire (str.), 1,100 bales of jute, 300 bags of coffee, 300 chests of shellac are dry; all the rest badly damaged or destroyed by fire and water. St. Helena, 21st Aug.—The Tennyson, M'Kinlay, from Batavia to Queenstown, which put in here, 4th July, making water, is still discharging. 3,368 baskets of sugar had been landed up to yesterday. The leak is reported to have taken up slightly.—Kong Kong, Sept. 10. The Duna (str.), from Yokohama to New York, put in here to repair damage to packing of shaft, and was docked, but did not discharge; she has proceeded to-day.—Shanghai, Sept. 10. The J. R. Worcester has been slightly damaged by the collision, and has put back; she will not have to discharge.

MISCELLANEOUS.—At St. Helena, Aug. 14, Marie, v. d. Kerkhoff, from Batavia, and sailed 15 for Rotterdam; Blackwall, Watkins, from Singapore, and sailed 15 for London; 15, Lady Elizabeth, Cobbett, from Manila, and sailed 17 for New York; 20, Nederlanden, Orange, Phoff, from Saigon, and sailed for Rotterdam; Off St. Helena, Aug. 17, Luctor et Emergo, from Batavia, for New York; 19, Kishon, from Java, for Cork; 20, Rollo, from Ilo Ilo, for London. At Table Bay, Aug. 14, Twilight, Garner, and sailed for Galle.

THE Admiralty have invited tenders for the conveyance of 115 tons of stores to Hong Kong.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

HARPER—On the 3rd Aug., at Duncarn, Singapore, the wife of G. Harper, Oriental Bank, of a daughter.

ZECHARIAH—On the 6th Aug., at Singapore, Mrs. G. I. Zechariah, of a daughter.

DEATHS.

JACKSON—On the 6th Sept., at Cavananore, Dunkeld, Edith Bradford, the child of Thomas and Amelia Lydia Jackson, aged three months.

PRYOR—On the 5th Aug., at the General Hospital, Singapore, Richard Pryor, of Lowertown Sithney, Cornwall.

PARKHILL—On the 15th July, at Canton, George Saunderson, infant son of Samuel Parkhill.

RAMSAY—On the 22nd July, at Shanghai, William Ramsay.

SIMMONDS—On the 21st July, at Shanghai, L. A. Simmonds.

Miscellaneous.

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CHINESE IN PERU.

Mr. Isaac Lawton, writing to *The Times* upon Peru and the labour question, says:—It seems fashionable not to believe anything which is good of Peru, while there is an eagerness to credit everything which betokens ill of that interesting country. It is, however, with the labour question in Peru in particular that I would deal in this letter, since it has formed the subject of several communications which have lately appeared in *The Times*. They have chiefly emanated from gentlemen interested in the British colonies, with whom, as an Englishman who resided for many years in the West Indies, I fully sympathise; but I am not ready to admit that the advocacy of the cause of the British sugar-producing colonies can be best served by injurious insinuations and actual misstatements in reference to foreign countries, made by those who in many instances possess not the slightest knowledge or experience of such countries. It is not my intention to defend or to attempt to defend the cruelties of the "Chinese traffic" with Peru.

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For three years or more I have persistently commented upon the subject publicly, and, in common with my contemporaries of Lima, have openly denounced such evils as have been attendant on it. Perhaps, then, I may be entitled to some credence when I state that the evils have in many instances been exaggerated. It is, perhaps, not unreasonable to suppose that many of the evils which beset the Chinaman in lands other than his own may in a great measure be accounted for by the peculiarities of his own nature, and it may be accepted as certain that it is entirely from the lowest class of Chinamen that the emigrants to Peru have been selected. Yet, in face of this, it is gratifying to know that many thousands of them, who a few years ago were worse than slaves in their own country, are now enjoying actual comfort, and —incredible as it may appear to very many of your readers who cannot possibly disconnect the poor Chinaman in Peru from misery, pain, and suffering—not a few are in prosperity bordering on opulence. Thousands of them are domestic servants, cleanly in their appearance, and, as a rule, easily instructed in domiciliary duties. Large numbers of those who have served out the terms of their indentures are engaged in various and profitable branches of trade and different industries. Some are importers of merchandise, and there are in Lima two highly respectable firms composed of Chinamen who receive very large consignments. Their business in Callao, as is customary, is done by an agent, who is one of the oldest and most respectable foreign residents. Then there is the Chinese Club and the Chinese Theatre in Lima, while in Calle de Puno, Callao, they have recently established the Chinese Benevolent Society.

THE SUEZ CANAL.—A bulky Blue-book has just been published containing correspondence that has taken place between June, 1872, and July, 1874, respecting the question of the Suez Canal dues. In the month first named the attention of the British Government was called to an alteration proposed by the Suez Canal Company of the basis on which they levied the canal dues on vessels using the canal. Since the opening of the canal up to that time the company had levied their maximum due of f.10 per ton on the net register tonnage, as shown by the register, or, in the case of foreign-owned steamships, by the British "measure brief;" but it was recently officially intimated that, on and after the 1st July following, this due of f.10 would be levied on the gross register tonnage of such vessels. This alteration of the tariff of the company was much opposed, and the Viceroy of Egypt expressed himself of opinion that the company had gone beyond their powers in making the increase of the dues on their own authority. After some negotiation it was agreed, on the suggestion of the Turkish Government, to hold an international conference on the question, and, the British Government agreeing to the proposal, appointed Colonel Stokes and Sir P. Francis as their delegates. The conference met for the first time on the 7th October, 1873, and, after having held twenty-one sittings, broke up on the 18th December, when a new set of rules as regards tonnage and the levying of dues was agreed to, and the arrangement was ordered to be carried into effect within three months. M. de Lesseps protested against the new tariff; but the Porte authorised the Khedive to enforce submission to the decisions of the conference, and M. de Lesseps at last submitted under protest.

THE INTERNATIONAL CONGRESS OF ORIENTALISTS.—The programme of the arrangements of this Congress has been completed, and preparations have been made for the reception of foreign Orientalists, who continue to arrive from the Continent. France, Germany, Sweden, and other States send delegates. The following are the times of meeting:—14th of September, 8.30 P.M., inaugural meeting, at the Royal Institution; 15th, 2.30 P.M., Semitic Section, at the Royal Asiatic Society; 16th, 8.30 P.M., Turanian Section, at King's College; 17th, 2.30 P.M., Aryan Section, Royal Institution; Hamitic Section, 8.30 P.M., at 9, Conduit-street; 18th, 11 A.M., Archæological Section, at the University of London; 18th, 2.30 P.M., Ethnographical Section, at the Royal Asiatic Society. Receptions will be given by Sir Bartle Frere, Mr. Bosanquet, and others, and some private collections will be open to inspection. The Imperial University of St. Petersburg has sent a special contribution of considerable amount to the Congress. The Lord Mayor has invited the members of the Congress to a banquet in the Egyptian Hall of the Mansion House on the 19th inst.

WE have received from Messrs. Henry S. King and Co. "Translations from the Hakayit Abdulla (Bin Abdul Radar) Munshi," by J. T. Thomson, F.R.G.S., formerly resident in the Straits, but now of Otago, New Zealand. Mr. Thomson says in the preface to this work, which we shall notice fully in our next:—Portions have already been translated by Mr. Braddell (now Attorney-General to the Straits Settlements), viz., "Abdulla's Schooling," "Colonel Farquhar's Seeking for a Settlement," and the "Tan Tae Hoey," which appeared in the *Journal of the Indian Archipelago*, 1852; and by myself, viz., "Abdulla's Family," "Christian Missionaries," and "Malay Governments," which appeared in a work termed "Some Glimpses into Life in the Far East," published in London in 1863. The above are not reproduced here, but they, as well as the remaining untranslated portions, will be shortly noticed.

WE are glad to hear that Mr. Mundy, of the firm of Messrs. Deacon and Co., who was a passenger on board the *Spark*, captured by the Chinese on the 22nd of August, is progressing favourably from the injuries he received on that occasion.

THE steamer *India* left Lisbon for Macao on the 3rd inst. with troops.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, SEPT. 9.

A few days have yet to elapse before the Parliamentary Session is opened. Next Monday, the 14th inst., this ceremony will take place, and the King will, as usual, read the Speech from the Throne. The public is most anxious to know its tenor, as it is generally supposed that we shall hear something positive about the Ministerial programme. It may be that this hope will be realised; but we are too familiar with the nature of royal speeches of late years to be certain on the point. They have been of late mere confirmations of the theory that language is given to mankind to conceal their thoughts. In my next letter I shall be enabled to state whether Mr. Heemskerk will really make known his programme or not. In the meanwhile the press continues to discuss his probable policy. Most of the papers confess to the belief that the new Cabinet will, after all, prove a mere business Ministry. The most difficult task will be laid upon the shoulders of the Minister of the Financial Department. It is true our treasury is still well provided, but Atchin will absorb a good deal of money. Again, Mr. Van Goltstein is a promoter of the construction of railways in Java, and the abolition of the forced services of the natives, which will involve considerable expense. So much is certain, that it will be very difficult to make both ends meet.

It has created much astonishment that Mgr. Bianchi, the Papal Nuncio, has been invested with the Grand Cross of the Netherlands Lion. There was, it was asserted, no reason for such a proceeding. I, however, hear that he will start in a short time for Munchen, and it is an old custom to present the Grand Cross to the Ambassadors when they leave the residency. There is, therefore, no foundation at all for the rumour that this act was a concession of the new Cabinet to the Ultramontanes. A good deal has also been made of the fact that Captain de Roo van Alderwerelt, M.P., has been promoted to a majority. This makes it necessary for him to submit himself for re-election but there is small chance that the electors will reject their Radical representative.

Elections will shortly take place at Amersfoort and at Tiel. As candidates for the first named place are Mr. Pynappel (a Moderate Conservative), and Mr. van Asch van Wyck (an Anti-revolutionist). Mr. Geertsema is mentioned as a candidate for Tiel but I think it very doubtful whether the ex-Minister, who is now with Mr. Fransen van de Putte at Marseilles, awaiting the arrival of General van Swieten, will accept the candidature. Other rumours say that Professor Tienhoven will be put forward by the Liberals as their candidate.

The Emperor of Russia has appointed the King colonel of a regiment of the Imperial Guard. This appointment was made on the occasion of the visit of Prince Alexander to the Russian Court. As soon as Prince Alexander returns he will establish himself in his own palace. Rumours are once more in circulation of a marriage with a German Princess, but I don't believe there is any foundation for the report. It seems that both the sons of the King prefer to remain unmarried.

PRODUCE MARKETS.

The transactions in the market for Colonial Produce have been limited in extent since last mail, and both by private tender and auctions only trifling lots have changed hands. The position of most articles, however, is firm, and prices are, as a rule, well maintained.

COFFEE.—The market has been in general very firm, but the demand very dull. The news from the places of produce is satisfactory. The September auction of the Dutch Trading Company will take place on the 23rd.

TEA.—On the 25th inst. 10,500 chests Java will be brought under the hammer, and this fact, of course, checks business. Some demand has prevailed for China, so that the cargo ex Kirkland will probably soon find buyers. The stock includes 23,600/4 chests Java and 3,090/4 chests China.

SUGAR.—Only small lots have changed hands at the last auction prices. The Nos. 15 and 17 of the August sale have been bought for the Baltic at f.¾ under November value; for Nos. from 8 to 14 there is some demand for Belgium at f.1 to f.1½ under November. The result of the beetroot crop being quite uncertain there are now neither buyers nor sellers. This state of affairs will last about three weeks.

RICE.—The market is somewhat firmer. The arrivals are very important, so that the stock amounts to 5,304 bags Java, 18,064 bags Rangoon, 26,830 mats Japan, whilst 10,687 pec. Java are afloat.

SPICES.—Since the auction there has been much demand for Mace, and an important advance has been paid. Nutmegs are saleable at the auction prices, but holders decline to operate. Cloves are also firm. The quotations are:—No. 1, 210c. to 215c.; No. 2, 200c. to 205c.; No. 3, 170c. to 175c.; No. 4, 128c. to 130c.; Mace, D, 215c. to 218c.; E, 210c. to 212c.; Cloves, No. 1, 112c. to 110c.; No. 3, 108c. to 106c.

JAVA TOBACCO.—About 20,000 bales offered for sale by public tender, and only 718 bales were bought in. The result proves that there is still a firm demand for the qualities which are fit for manufacturing purposes. Prices are as a rule very high.

DRUGS.—The trade is inspecting the several parcels which will be offered for sale in a few days.

JAVA INDIGO is dull, and there is scarcely any demand. The total stock is 2,070 chests. The result of the forthcoming auctions is expected to be anything but satisfactory.

BANCA TIN.—Some transactions have taken place in the last few days. Holders however do not incline to sell large lots at the low prices offered by the buyers. On the spot can be bought at f.57¾. For Billiton is offered f.54½.

HIDES meet with a good demand for superior qualities.

ARRACK.—In spite of the advancing season, when usually large quantities are shipped, no transactions in first hands have taken place.

SHIPPING.

ARRIVALS.—Sept. 1, at Brouwershaven, from Rangoon, Unione; 3, at Brouwershaven, from Batavia, Nieuwe Waterweg II.; from Rangoon, Emanuele; at Maassluis, from Batavia, Harrington (str.); 4, at Brouwershaven, from Rangoon, Petronella, Florentine; at Texel, from Batavia, Maria Elise, Amstelstroom, A.M.E.; 5, at Brouwershaven, from Rangoon, Grad Senj; at Hellevoet, from Batavia, Petronella; 6, at Texel, from Batavia, Warrior (str.); from Rangoon, Constantin; 8, at Texel, from Rangoon, Goodell.

PASSENGERS OUTWARD.—For Java, per Dahlia: Mr. H. Veerkamp, Miss C. Wenssen, Miss M. Blankenberg, Miss E. Wynen-Riems and family, Messrs. A. Muyterman, D. Schoonermarck.

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, SEPT. 14, 1874.

THE TREATY BETWEEN CHINA AND PERU.

AT length we have intelligence of the conclusion of a treaty between the Envoy of Peru, Senor GARCIA, and the Chinese Government at Peking, after eight months' negotiations. The chief object attained is the proper regulation of the coolie traffic between the two countries, which for a long course of years has not only been a curse to the Chinese who were kidnapped, and a stain upon the character of their Peruvian taskmasters, but a disgrace to humanity. Happily the long list of crimes at sea involved in that vile traffic is now at an end, chiefly through the representations of the British and other Governments to the Portuguese and Spanish authorities concerned. The conclusion of this treaty may be considered the crowning act in giving effect to the philanthropic intervention of friendly States and their ministers at Peking, who supported the Chinese Government in demanding an amelioration of the condition of the EMPEROR'S subjects in Peru. When it is known that there are about one hundred and forty thousand in a state of semi-bondage in that country, it shows the importance of the question at issue. Evidently LI HUNG CHANG, the Imperial Commissioner, was fully impressed with the responsibility of protecting so many of his countrymen, and their transit from China to Peru, or *vice versa*, while conducting the negotiations with the Peruvian Envoy. Accordingly, we learn that it became "his duty, as the Chinese Plenipotentiary, to take every "necessary measure to ensure that his nationals should "have accorded to them by the Peruvian Government the "same rights, immunities, and privileges which are accorded "to foreigners of other countries resident in Peru, and that "the Chinese there should hereafter enjoy on equal terms "with the peoples of the most favoured nations full pro-"tection on the part of the Peruvian Government for their "persons and for their properties. H.E. consequently "deemed it necessary, besides concluding the treaty, to "arrange with the Peruvian Plenipotentiary, by a special "convention, that a Chinese Commission should at once "proceed to Peru to institute an investigation into the "condition of the Chinese labourers in that country, for "the information of the Chinese Government." Doubtless this convention was urged by the Imperial Commissioner in consequence of the unsatisfactory result of reports received from the Commission of Enquiry of which Mr. MACPHERSON, of the Customs, is a member, which left Peking some six months ago for Cuba. We have not heard anything of their movements lately, but they must be about leaving on their return to China. In all probability, on their arrival at Peking the new Commission will be preparing to start, and will avail of the experience of their predecessors. While viewing with satisfaction the successful diplomacy of LI HUNG CHANG in securing a favourable treaty for the protection of his countrymen in Peru, we congratulate Senor GARCIA on his perseverance in overcoming the difficulties he had to encounter. At the outset it was quite within bounds that the Chinese Government would have persisted in an obstinate resistance to enter into any treaty relations with Peru, not only on account of the misdeeds of the Peruvians, but being averse to the national policy. Now that the treaty is a *fait accompli*, it behoves Senor GARCIA to see that his Government carries out its stipulations fairly and honestly. Every facility should be given to the Commission in their investigations into the condition of their fellow countrymen, as it is only after that proving satisfactory that the Chinese Government will permit emigration.

THE CHINESE GOVERNMENT AND THEIR CUSTOMS SERVICE.

WE are inclined to believe that the Chinese are losing faith in their foreign employés, whether from their excess of zeal, or their want of it, it is not easy to say. But the facts are clear. In the difficulties which have so recently arisen in Formosa, in which acquaintance with the Chinese language, and knowledge of international law—both, we believe, considered essential qualifications for those occupying the position of commissioners—would have been eminently useful, it does not appear to have been the Customs employés who have been called to the counsel and assistance of the local Government, but the foreign Consuls and the ex-Director of the Arsenal at Foochow. We speak with the utmost impartiality on this occasion. We are even ignorant of the names of the Commissioners at Formosa and Foochow, but we make bold to say that on an occasion like the present it behoved the head of the service to see that the Chinese were supplied with the best counsel and advice which the service could afford. A pacific solution of the difficulty was earnestly to be desired, not only in the interests of China and Japan, but also in those of the united commerce of the world. We might fairly expect that a person occupying the important—and remarkably well paid—post of Commissioner of Customs, speaking the Chinese language, and mixing on terms of official equality with Chinese authorities, should have given his employers sound, safe, and salutary counsel; should have had influence enough to shape, to some extent, the course of events, and have aided in reconciling the two conflicting interests. Yet we hear nothing of the presence of the Customs Commissioners in the negotiations now pending in Formosa, and we believe that for nearly two years no visit, either of ceremony or business, has been exchanged between the Governor of the island and the Commissioner in charge of the port; while it is a well-known fact that since the departure of the Baron DE MERITENS from Foochow the influence of the Customs—once paramount—has dwindled into insignificance.

WE understand that Sir JULIAN PAUNCEFOTE, late Attorney-General at Hong Kong, and at present Chief Justice of the Leeward Islands, has been appointed Third Assistant-Under-Secretary at the Colonial-office, vice Sir HENRY HOLLAND.

AN extraordinary Embassy from the King of DENMARK to China and Japan is talked of, and General ROASLOFF is mentioned as the probable Minister.

SARAWAK.

The Sarawak Government has, we hear, determined upon opening a station at a point named "Kapit," in the Rejang river, situated 150 miles in the interior, capable of being reached by vessels of from one to two hundred tons burden. There are already two stations in this fine river, one (head-quarters) situated sixty miles, and the other one hundred miles. from its mouth. The trade in exports and imports has increased from £8,000 to £85,000 per annum, during the last fifteen years, consisting of gutta-percha, beeswax, rattans, sticks (canes), the valuable camphor and hard woods for the Chinese market, besides other articles, such as bezoar stones of various sorts, worth their weight in gold, and are always sold at that rate. These are exported to China to be used as drugs, Dyak mats, cloths, arms, &c., &c. The imports consist of piece goods, iron, salt, tobacco, jars, &c. The population of the Rejang numbers 50,000 souls of different speaking tribes, some being very warlike and give considerable trouble at times; but yet they are active traders and have learnt the value of money. It is expected that when this third and upper station of "Kapit" is established the commodities will be collected here from the very centre of the island of Borneo. The Rejang is the largest river on the whole of the north coast of Borneo, situated seventy miles from Kuching, the capital of the Sarawak territory. Three Government officers administer the affairs of this district, holding court at stated times at the different stations, and settling the affairs of the aborigines as well as the claims of the creditors. Malay chiefs and Chinese magistrates sit in court when required by the Government officer, and the Malay popu-

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lation are ready to be called out should disturbances arise in the many branches up the river. The Government have a mixed force of forty paid fortmen and police, with one seventy-five feet steam launch, in this district. The importance of this river is increasing rapidly, and during last year the blessing of a trading steam vessel, of the Borneo Company, Limited, has been experienced by its inhabitants, in addition to many trading vessels. The Chinese here, as every where else in these parts, are the great pioneers of commerce, and many hundreds have already located themselves in this river, and ready to increase in number as the resources of the inland country are developed, to afford them maintenance and profit.

LE THEATRE AU JAPON.

Writing from Yedo on the 26th of last May, M. George Bousquet contributes a long and very interesting article to the *Revue des Deux Mondes* under the above title. Speaking at the outset of the changes now going on in the Japanese Empire, he observes that it is not his object in this paper to point out the promises and perils of this "hasty and incoherent transformation," nor to explain the reasons which rendered it inevitable, but rather to save from the universal shipwreck some relics of a world which is about to disappear. After a few words respecting the different tendencies of the upper and lower classes, and the conservatism of the latter, he proceeds to remark that if you question a dignitary of the official world respecting the theatre, novels, tales, and stories, he will speak of them with a smile of disdain as being valueless in his eyes ; but it is none the less true that it is in these matters that we must study Japan in order to become acquainted with her. There are many theatres at Yedo, but those of Shimabara and Naka-Bashi only attract chance spectators, and most people prefer to frequent the houses in the suburb of Asaksa, so celebrated for its religious monuments, temples, chapels, pagodas, monasteries, and a multitude of small establishments of an infinitely less sacred character. In order to go to the theatre in Japan one has to get up earlier than usual, for the performances commence at 6 A.M., and terminate at 8 or 9 P.M. ; and some idea may be formed of the powers of endurance of all concerned when we mention that three whole days are not always sufficient to finish certain pieces. Etiquette still forbids great dignitaries, men of letters, and officials of high rank from showing themselves at the theatre, and their wives only go there incognito ; so the vast majority of the audience is composed of people in holiday attire, such as shopkeepers, peasants, artisans, boatmen, porters, and the like, who go with their whole families.

We next have a brief glimpse of the internal arrangements of a theatre, where "the musicians, clad in sacerdotal garb, never cease playing on drums, flutes, and three-stringed guitars, at one time to divert the audience during the *entr'actes*, and at another to accompany the actors ; and it is a great proof of the placidity of the Japanese nature that 1,500 persons can listen to this squeaking for twelve hours at a stretch without exhibiting the least sign of mental agony !"

The pay of the actors is not high, and but rarely exceeds 1,000 rios per annum at the outside : sometimes their pay depends upon the success of the performances ; some again play for nothing, and with no other profit beyond the advantage of making themselves a name. Women never appear on the stage, and their parts are very effectively taken by men, though their voices betray them directly they speak. As amongst the Greeks, continues M. Bousquet, and in our own middle ages, the origin of the drama in Japan is of a religious nature ; its beginnings recall our *mysteries*, celebrated at first in the churches, next transferred to the palace and thence to the theatre. Having given us the same fable about the first origin of the dramatic art as Mr. Mitford had previously given in his *Tales of Old Japan*, and which that gentleman tells us is to be found in the *Zoku Nipon Ki*, or supplementary history of Japan, M. Bousquet discusses tragedy, comedy, and the *no*, or classical opera, as it has been called, which is performed chiefly in princely palaces, and he cites and analyses specimens of each class, but his remarks on these heads extend to so great a length that it is impossible for us to follow him through them, although they are naturally of very considerable interest. He concludes his instructive paper with some observations respecting Japanese novels, a subject which is intimately connected with the theatre, and the more so as it is very rare to find the text of a piece for sale, and it is the corresponding novel alone which can be purchased. The women are almost the only readers of this class of literature, and for the small subscription of half-a-dollar a month they get what books they want at a library. Apart from their titles, these novels resemble one another precisely, and as a specimen of what they are all like, M. Bousquet gives a succinct analysis of one of the most popular, the *Kosan-Kinguro*.

THE AUSTRIAN POLAR EXPEDITION.

(FROM A CORRESPONDENT.)

The telegraph will have informed you of the return of the Austrian North Pole Expedition, which had not been heard of for two years, and about whose safety grave anxiety was beginning to be felt, so that it was great relief when the first telegram came to hand announcing their arrival at Vardoe, a little commercial and fishing port in Norway at the mouth of the Varanger Fiord, and about four degrees to the East of the North Cape. The expedition was fitted out at Bremen, and was under the command of Captain Weyprecht, of the Austrian navy, and Lieut. Payer, formerly an officer in the Imperial army, and well known to the readers of Dr. Petermann's "Geogr. Mittheilungen," from his numerous accounts of his mountain and glacier ascents in the Austrian Switzerland. The *Tegethoff*, in which they embarked, was a screw steamer, built and fitted out at Bremen for this special service, and they sailed in her from the Weser in the month of July, 1872, for Tromsoe, in Norway, whence they took their final departure for the unexplored north, taking with them the Norwegian Captain Carlsen, an experienced navigator of the icy sea. There were also five other scientific men on board, and with the crew and engineer were twenty-three persons, all told. The vessel was provisioned for three years, and their instructions were to explore the sea to the east of Spitzbergen and Novaya Zemlya, along the coast of Siberia, and endeavour to reach Behring's Straits by that route. That object, however, was not realised ; but, on the other hand, they made some valuable discoveries in another direction, especially a large mountainous island or continent to the north of Novaya Zemlya, and often sighted from Spitzbergen, but always unapproachable on account of the ice. The officers of the expedition landed on this island, and propose to call it Franz Joseph's Land. The following is a translation of the telegram sent by Weyprecht to Count Wilczek, an Austrian noble himself, an Arctic explorer :—

In August, 1872, locked in by ice and frozen up ; knocked about in the pack-ice for fourteen months. 1873, five summer months' of work to endeavour to get clear of ice, but without effect. Ship raised seven feet out of the water by the pressure of the ice. August, 1873, discovered large tracts of land north of 80 deg. Locked up by ice and wintered in 79 deg. 51 min. N. lat. and 59 deg. E. lon. Landed and made excursions, but could not find the northern or eastern termination. May 20, abandoned the vessel and came over the ice in a southerly direction in four sledges and ice-boats. After a troublesome and difficult journey of ninety-six days on the ice, fell in with a Russian schooner in Dunen Bay, Novaya Zemlya. The chief engineer, Krisch by name, died of tuberculose, the remainder all alive and well. Great collection of observations. Request permission of the Emperor to name the place discovered—Franz Joseph's Land. Money required 1,200 roubles silver. Pay owing to the crew 11,385 florins silver, and 4,000 florins due for remunerations. Travelling expenses from Tromsoe to Vienna estimated to be 3,400 florins. Pray advise Agaard (the Austrian consular agent at Tromsoe) by telegraph to lend me 8,000 florins for journey to Vienna, charters and advances.—(Signed) WEYPRECHT.

Another telegram has been received by Count Wilczek from Lieut. Payer, giving further particulars of the expedition. It is as follows :—

Vardoe, 3rd September, 4 o'clock.—The vessel has been without a harbour for two years, during which time we were blocked up by the ice. For fourteen months driven about to the north of Novaya Zemlya. During the first winter ship suffered severely from pressure of the ice. In the autumn of 1873 driven to within three miles of unknown land. Passed the second winter in 79 deg. 51 min. north and 59deg. east. 1874, from March 9 to May 4, travelled in sledges over part of the new discovery, from 79 deg. 54 min. to 82 deg. 5 min., and sighted land in 83 deg. Country extends at least 15 degrees of longitude, but except on the south side no termination of the land visible from the summit of the highest mountains, which are 5,000 feet high, and of the dolorite formation. Very little drift-wood seen. Arctic voyage follows large tracts of land bridged over by one-year-old ice. North of 82 deg. coast-water and drift ice visible, therefore a wake. Maximum of cold 37 deg. Reaumur under zero, on the land journey in the middle of March. Land expedition lasted seven months. In the night of May 20 abandoned the ship. August 15th, reached the boundary of the ice, in 77 deg. 40 min. north lat., Motoschkin Schaar bearing south. August 24th, fell in with Russian fishermen, who conveyed us to Norway. With the exception of Krish, who died, all the party are alive and well. Ask his Majesty's permission to call the newly-discovered land Franz-Joseph's Land. Pray send order for 2,600 florins paper for sledge journey, premium recognised, and if possible a remuneration to the surgeon for his valuable and important services. Send telegrams to the Press at Vienna, Pesth, and Klagenfurt, and also to Dr. Petermann at Gotha. (Signed) PAYER.

We hear that the whole party are expected to arrive in a few days (by the Norwegian steamer *Hakon Karl*, from Hammerfest, touching at Tromsoe and Christiania) in this city, *en route* for Vienna. In the meantime the Managing Committee of the Hamburg Geographical Society have, through their President—Burgermeister Dr. Kirchenfrauer—sent a telegraphic message to the German Consul-General at Christiania requesting him to congratulate the intrepid voyagers on their safe return, and invite them to attend a special general meeting of the society on the evening of their arrival here. I have reason to believe that there will be a very numerous muster of the members on that occasion, to express their sympathy and admiration of the gallant conduct of the party, as well as the dangers and hardships they had to endure. The Senate, too, as a special recognition of the importance of the discoveries achieved by the expedition, have given orders to the commander of the State steamer to proceed down the Elbe as soon as the Norwegian steamer's arrival at Cuxhaven is announced by telegraph, and to bring up the party to this city—an honour hitherto only accorded to crowned heads and other very distinguished personages.

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FORMOSA.

The following is an extract from an account of a visit to Formosa, contributed to *The Times* by a correspondent signing himself "E. B. M.":—

I started from Takow on the morning of the 17th of October, shortly after daylight in company with the captain of the man-of-war in which I had come to Formosa and two other gentlemen, one of whom was a resident at Takow, acquainted with the country and the local Chinese dialect. We owe it to him that we were able to make the expedition, as it would have been impossible to penetrate into the interior without an interpreter. A traveller arriving at this village at nightfall would be strangely impressed by hearing the solemn and familiar strain of the Old Hundredth rising fitfully through the thick growth of bamboos, guiding him to the home of the chief of the small community. The Presbyterian mission has been exceptionally successful in Formosa, and thanks to their labours our first night's halt was among Christian Chinese. The farm house of the headman was a quadrangle, one side of which formed the dwelling-house, in which the principal room was ornamented with engravings from the *Illustrated News*. Early on the ensuing morning we resumed our journey in the sedan chairs. For upwards of ten miles our road lay through richly-cultivated districts such as we had seen the day before, but as we neared the mountains the aspect of the plain changed. The hand of the husbandmen seemed to have relaxed its grasp; the soil, apparently as rich as any we had passed through, remained untilled; no bamboo groves diversified the landscape; wild nature was tenant of the land. We had reached the neutral zone between the conquered and unconquered parts of the island. Behind us were the rural homes of the Chinese; in front, the mountain fastnesses of the savages. The internecine strife which continues to this day between the inhabitants of the plain and the mountain has produced a wilderness some ten miles in breadth at the foot of the mountain range. Within this neutral district, however, are a few villages where the savages and the Chinese meet to exchange commodities. At Hoansia, where we had passed the night, we had been urged to proceed no further, as a party of marauding savages had been surrounded on the previous day, and two of their number had been captured and beheaded. Such an incident was, however, of too common an occurrence to be likely to make any change in the friendliness with which Europeans were regarded, and we thought ourselves justified in not heeding the advice, and pursued our way to a neutral village named Kalipo, the Christian Headman of Hoansia accompanying us. At Kalipo the wife of the Headman was of savage birth, and sister of the chief whose home in the mountains it was our object to reach. We experienced considerable delay before we could prevail upon her to act as our guide without sending word previously to know if we should be welcome; and, indeed, she refused to venture upon doing so unless she could find two other women to go with us. There were several savages in the village, who for a bit of red cloth would have taken us anywhere; but we were given to understand that we could only penetrate with safety provided we were under female escort. Our next difficulty was to prevail upon our Chinese baggage-carriers to accompany us. Their terror at the idea of entering the dreaded territory was such that bribes and threats appeared at first to be useless to shake their determination to abandon us. In the end the greater part of our things were left behind and the rest carried by the more valiant of the crew, to whom we assured protection as far as we were able.

When we were about to move forward a savage appeared whose rank we concluded to be greater than or equal to that of the warrior who had first stood by our side, for he stopped the advance and began a lively dispute with him. We learnt afterwards that he claimed the right to escort us up the mountain. Towards eight o'clock we reached our destination—a village situate some 2,000 feet above the level of the sea. The scene of our arrival was illuminated by flaming millet stalks, held by savages. An old man came forward and shook each of us by the hand. Immediately afterwards a youth put his arm round my waist and led me along the road, which was paved in with rude flagstones in the most inconvenient manner, as about every ten paces a flagstone was placed upright, obliging one to step over it. We were soon again in darkness, and I felt really grateful to my friendly guide who seemed to be taking so much care of me, till I found that with the hand which was not round my waist he had succeeded in extricating my revolver from my belt. I endeavoured to regain possession of it, and, before I knew where I was, I found myself engaged in a struggle, which would probably have ended in my discomfiture, as I quickly recognised the superior strength and agility of my friend, when a light was shed upon the scene from a neighbouring doorway, on which he suddenly disappeared, leaving the revolver in my hands. A few steps further brought us to the house of the chief, who was a ruler over ten tribes. He was away on a hunting expedition, and we were received by his wife. She bowed to us as we advanced in succession with all the dignity of a Western Princess. On her head was a massive wreath of brilliant yellow flowers, and we learnt afterwards that married women had the privilege of wearing flowers in their hair, while those who were not married might only wear leaves. Her dress was of green cloth with a red and yellow border, and round her neck she wore necklaces of beads. The room was soon filled with a crowd of natives, whose curiosity about us it was difficult to appease. They were friendly, but inconvenient, and it was impossible to escape from them. Our only compensation was that we were equally curious about them, and their appearance was most picturesque. Some wore a species of headdress which, looked at from the front, resembled a cocked hat with a fringe of many-coloured feathers, others wreaths of small rosy apples, others chaplets of wild boars' tusks.

In the morning, when we announced our intention to return to the plain, difficulties were put in our way, and we were told that we could not be permitted to leave until the arrival of the chief. A number of lances were stacked against the wall of the house, and the natives destined to do the service of outposts came one after another, received their orders, took a lance, and darted away. The distribution of the cloth and beads, which we had brought with us as presents, occupied about two hours, and produced interminable disputes. On finding that we were denuded of all we had brought with us we determined to make good our retreat, for the return of the chief and his hunting party would have been embarrassing if we had no presents. It was also not at all unlikely that the marauders whose heads had been cut off two days before in the plain had belonged to this party, and that the survivors might be inclined to reprisals. On the wife of the chief being informed that we positively intended starting whether she sent an escort with us or not, no further opposition was made; on the contrary, she attired herself in a gala costume of green cloth, did up her hair with fresh flowers, and smeared her face with oil. Then seating herself on the divan she extended her hand for us to kiss as we bade her farewell. I fired three shots from my rifle, which I was told was a civility, and we started down the mountain. On reaching the outskirts of the village we were requested to stop, and presently we saw the wife of the chief being carried down the path towards us on the back of a stalwart warrior. We learnt that it was against etiquette for her to put her feet to the ground outside her own precincts, but that as she wished to see us safely on our road she had desired to be carried to the limits of the settlement. The warrior deposited her upon a stone bench, and we again bade her a formal farewell. An escort of picked men accompanied us on our descent, which was rapidly accomplished. On nearing the plain we divided the last remnant of red cloth among them, and once more wrangling began as to the share to which each was entitled. We should have been glad to leave our wild acquaintance with mutual expressions of goodwill; but, as it was, we had to make our retreat at a moment when their savage nature was making itself unpleasantly conspicuous, and their countenances were distorted with the expression of envy, hatred, and malice. An hour's walk in the plain brought us to Kalipo, and on the following day we returned to Taku.

MURDER OR SUICIDE?

(To the Editor of the *London and China Telegraph*.)

SIR,—The *Overland Straits Times* of July 25 thus eloquently expresses itself in reference to Lord Stanley of Alderley's speech of last May on Straits matters:—

When Sir H. Ord was here he had to bear in silence the imputations publicly current as to the wretched presents which he thought he could not in courtesy refuse, and his mouth was shut when Lord Stanley took up the matter in the House of Lords. In a matter of life or death to his personal character and reputation, he could only defend himself through the Secretary of State, a mode of defence which, ably and loyally as it was done, could hardly have satisfied his sense of indignation when wrongfully accused of what he knew himself innocent. The inference, we think, is that to make a charge against a public man upon mere hearsay or frivolous grounds, nay, without proof positive and unquestionable, is cowardly and unfair, and we almost think ought to be punished with exceptional punishment.

This is high-souled and noble, indeed. Why did not Sir Harry, like his predecessors, and like the Governors of other colonies, send to the Treasury the presents which he could not refuse? Why was he condemned to silence in the colony, when he might have prosecuted his libellers; or why has he not since supplied the public with that complete contradiction of all imputations against him which the noble lord offered to pay for with a public apology? These are questions worth answering. But they are comparatively unimportant. What is important is, to ask who is the culprit that deserves the exceptional punishment? Lord Stanley? Why so? He only believed that the following passage, which he read to his fellow peers, was not devoid of foundation, seeing that it had been published in a newspaper of repute and respectability:—

It may be well to move to have a committee—not a jobbed one—to inquire into the practice of his Excellency the Governor (Ord) of receiving presents from different persons, native chiefs and others, and the time and occasion when these presents were received. . . . . The subject of present-taking by the Governor is notorious, and that high official in no way conceals the fact. Can the public, however, believe that when a public man publicly takes presents he will be very particular as to their nature and extent, or be very communicative as to all the good things he may receive? The bold admission that he does receive presents may be but a blind as to their importance and influence.

If it was "base and cowardly" to read such a statement in reliance on the respectability of the paper which published it, and to ask the Government whether they had enquired into its truth, how is the conduct of those persons to be designated who printed and promulgated it "on hearsay and frivolous grounds," if not editorially, at least without a word of dissent or objection? I must ask the *Straits Times* to dip again into its vocabulary for suitable language, and to devise also an exceptional punishment for such conduct, for the passage just cited occurs in its own columns of the 23rd of August, 1873. Its invective recalls to mind the fate of that unhappy American martyr to absence of mind, who one night fancied himself a burglar, and did not discover his mistake until he had run himself through the body.

—Yours obediently, A. B.

Sept. 3, 1874.

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Literature.

There is no very striking feature in the *China Review* for May and June, but we are glad to see the journal sustained. Miss L. M. Fay contributes "The Borrowed Boots," a specimen of a Chinese farce; Mr. E. C. Bowra a paper on Hainan, an island about which we wish that more copious and trustworthy information was available than is at present the case; and Mr. Geo. Hughes the first instalment of "The Japanese and China." Mr. C. F. R. Allen, of H.M.'s Consular Service, furnishes two papers of some interest, the one comprising a few notes respecting the Chung Ling spring at Chinkiang, and the other being the first portion of translations from the "Liao-Chai Chih-yi," or tales of the marvellous collected in moments of leisure. This number also contains an article on Kang-hi Dictionaries, the conclusion of a "Chinese Webster," by the Rev. J. Nacken, and two papers by Dr. Hirth relating to geographical matters. Mr. C. Piton contributes some odd information in a "note" entitled "Chinese Anthropophagy," in regard to which we think that he ought to have qualified his statements by remarking that the horrible custom which he describes is peculiar to Southern China, for we do not remember to have heard of similar occurrences in the Central and Northern provinces of the Empire. In his "Literary Intelligence" the editor falls into a curious error; he quotes *The Times* as his authority for saying that a poetical account of the Chinese conquest of Nepaul in A.D. 1790, written by the Emperor of China, is among the recent additions to the British Museum. Reference to the *London and China Telegraph* of May 18, and the *London and China Express* of May 15, under the head of Literature, will show that the information is taken *verbatim* from the annual return of the income and expenditure, &c., of the British Museum for the past financial year.

Naval and Military.

The Vigilant, now fitting out at Portsmouth as a tender for the service of the new Commander-in-Chief on the China station (Vice-Admiral A. P. Ryder), is expected to sail on the 18th inst. The following officers have been appointed to her:—Lieutenant Hugh C. D. Ryder (in command); Navigating-Lieutenant G. W. Balliston; Chief-engineer, H. Jones; Assistant-paymaster (in charge), W. J. Stewart Cannon; Surgeon (in charge), R. A. Mowll, M.D.; Sub-Lieutenant F. O. Pike; Gunner, W. Ricketts; Engineers, R. Sutherland and G. Triggs; Assistant-engineer, G. H. Hearson. The ship's complement is 73 officers and men.

Capt. in Philip Colomb, who has just commissioned the Audacious (Vice-Admiral Ryder's flagship), entered the navy in 1846. He served as mate in the Serpent, 12, in the East Indies, from May 8, 1852, until paid off at the commencement of 1854, and on March 14 of the same year was appointed to the Phœnix, 8, Captain E. A. Inglefield, in which ship he was employed in the Arctic Regions, and on February 3, 1855, was promoted to lieutenant. As lieutenant he served in the Hastings, 60, in the Baltic, from the date of his promotion to the close of the Russian war, and in the Excellent, gunnery ship, from January 1 until December 15, 1857. From the latter date until February 1, 1863, he was flag-lieutenant successively to Rear-Admirals Sir Thomas S. Pasley, Bart., and T. M. C. Symonds, C.B., at Devonport, and from June 11 until promoted to commander, December 12, 1863, was additional of the Edgar, 71, flagship of Rear-Admiral Dacres, with the Channel Squadron. From March 20 till December 7, 1865, he was borne on the books of the Edgar as additional for special service, and from the latter date until the commencement of 1867 on the books of the Victory for temporary service. On July 8, 1868, he was appointed to the command of the Dryad, 4, sloop, in the East Indies, where he remained until posted April 4, 1870. Captain Colomb was engaged in 1864 with Captain Bolton, of the 12th Regiment, in carrying out a series of experiments with their systems of flashing signals at extreme ranges, the object aimed at being the combination of both systems for naval and military purposes, and more especially with reference to coast defence. He also published a pamphlet, "How Collisions at Sea Occur," having reference to the Hetton *v.* The Uhlenhorst, a letter addressed to Rear-Admiral Collinson, R.N., C.B., and Captain Pigott, the Nautical Assessors who tried the case. He was engaged more recently upon an entire reorganisation of the lighting of Her Majesty's ships. Captain Colomb has received three medals for his services.

The following officers, who last served on the China station, have been appointed as under:—Lieutenant F. Papillon (in the Juno from 1872 to 1873), to the Bittern, gun-vessel, Mediterranean; Lieutenant the Hon. F. R. Sandilands (in the Avon from 1872 to 1873), to the Audacious, the new flagship for the China station; Navigating sub-lieutenant H. B. Newton (in the Rinaldo from 1873 to 1874), to the Topaze, frigate, detached squadron; Mr. W. C. Graham, engineer (in the Midge from 1872 to 1874), to the Helicon, despatch-vessel, Mediterranean; Mr. J. F. Lewis, engineer (in the Leven from 1871 to 1873), to the Pigeon, gunboat, Mediterranean; Mr. G. F. Ludlow, engineer (in the Salamis from 1869 to 1872), to the Wizard, gunboat, Mediterranean; the Rev. J. Edwards, M.A., chaplain (in the Iron Duke from 1871 to 1874), to the Vanguard, coastguardship at Kingstown; W. J. S. Cannon, assistant-paymaster (in the Salamis from 1873 to 1874), to the Vigilant, despatch vessel, fitting out for China.

The crew of the Audacious, the new flagship for the China station, are now, in accordance with the Admiralty regulations of the present day, engaged in completing the rigging of the vessel at Chatham Dockyard, the men being quartered on board the Forte, a vessel which was fitted up as a receiving ship at Chatham when the new order was issued that in future crews should rig vessels fitting out, and not the riggers of the dockyards, as had hitherto been the practice.

Colonel C. Shadwell, C.B., of the 19th Regiment, who served with the 98th Regiment in the China expedition in 1842, and was present at the attack and capture of Chin-Kiang and the investment of Nanking, has become Major-General.

Mr. T. H. L. Bowling is appointed secretary to Rear-Admiral Ryder, the new Commander-in-Chief in China.

Monetary and Commercial.

The directors of the London Bank of Mexico and South America (Limited) have decided to recommend, at the meeting on the 22nd inst., a dividend at the rate of 8 per cent. per annum. At the corresponding period of last year the rate was 10 per cent.

The directors of the London and San Francisco Bank (Limited) notify that they have declared a dividend on account of 3 per cent., being 6s. per share, for the half-year ending the 30th June last.

The report of the Cuba Submarine Telegraph Company has been issued for the half-year ending the 30th June. The balance of the revenue account amounts to £5,895 13s. 7d., and the extraordinary expenditure for the repair of the cable to £21,747 2s. 5d., absorbing the whole of the balance at the reserve fund—£12,283 13s. 6d.—and the above profit of the half-year, and leaving £3,567 15s. 4d. to be carried forward to the debit of the current account.

At an adjourned special general meeting of the shareholders in the Great Western Railway of Canada, Mr. Childers, M.P., was elected chairman of the new board, eight members of which were also elected at the same time. The remaining three will be selected by the board.

An additional return of capital in the Bank of London of 5s. per share has just been announced, making, with the previous returns, the sum of £6 per £10 per share. There are other assets yet to be realised. The bank has been over eight years in liquidation, and the interest on customers' balances, and liquidation and other expenses, have represented over £5 per share, so that at the time of its suspension the bank was perfectly solvent.

A petition has been filed in the County Court at Dewsbury on behalf of Messrs. Gomersall Brothers, woollen manufacturers. Bad trade, losses, large stocks, and pressure by their bankers is said to be the cause of stoppage. The liabilities are about £90,000, and Mr. Good is appointed the receiver.

The suspension is reported of Messrs. John Miller and Company, papermakers, of Denny and Colinton, and stationers at Glasgow. The unsecured liabilities are estimated at £30,000.

The failure is announced of Mr. Castle Kelsey, corn merchant, of Hull, with liabilities for £250,000.

The price of Bar Silver has slightly declined; and for the amounts received this week 57 15-16d. for Fine Silver has been realised; the market is by no means firm, nearly all orders having been filled. Mexican Dollars remain without alteration.

The bullion per P. and O. steamer *Zambesi*, from Southampton Sept. 10, was in gold, to Galle, £135.

THE BOARD OF TRADE RETURNS.

The Board of Trade Returns for August have been issued, and re very unfavourable. The total value of the exports for the month amounted to £20,503,756, against £22,657,334 in the corresponding month of 1873, being a decrease of 9½ per cent.; and this is the more marked, as following a similar decrease upon 1872. The decrease is, however, chiefly in value. The total value of the imports was £32,433,286, against £29,894,506, being an increase of 8½ per cent. upon 1873. But it will be remembered that in the previous month there was a decrease in the imports total of about 7 per cent. In the exports, cotton yarn shows a decrease in quantity of 4¾ per cent.; but in this case the decrease in value is only 1¾ per cent.; cotton piece goods, a decrease in quantity of 8 per cent., and of 11 per cent. in value; linen yarn, an increase of 1 per cent. in quantity, but a decrease of 11 per cent. in value; linen piece goods, a decrease of 2 per cent. in quantity, and 4½ per cent. in value; woollen yarn, a decrease of 12 per cent. in both quantity and value; woollen cloths, an increase of 5¼ per cent. in quantity and 7 per cent. in value; worsted stuffs, a decrease of 15½ per cent. in quantity, and 21 per cent. in value; iron and steel, a decrease of 5 per cent. in quantity, and as much as 13¾ per cent. in value; and coal, &c., manufactured, an increase of 29½ per cent. in quantity, but here the increase in value is only 2¾ per cent. With regard to the imports, raw cotton shows an increase of 23½ per cent. in quantity, and 25⅜ per cent. in value; flax an increase of 50½ per cent. in quantity, and 42 per cent. in value; raw silk, an increase of 58½ per cent. in quantity, and 50 per cent. in value; wool, a decrease of 25 per cent. in quantity, and 31¾ per

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cent. in value; tea shows an increase in value of 30 per cent.; coffee a decrease of 4 per cent. in the quantity entered for home consumption, but the total value shows a decrease of 21¾ per cent. The exports for the eight months reached £159,477,032, against £171,401,295 in the corresponding period of last year, and the imports £252,338,598, against £245,970,964.

The following is an extract from these Returns of the figures which refer to our Export trade with China and the Far East :—

COTTON YARN.

To		1872.	1873.	1874.
		For the Month ended 31st August.		
China and Hong Kong	lbs.	602,800	940,250	1,261,600
Japan	,,	1,650,900	785,900	513,600
Straits Settlements	,,	122,600	114,050	113,700
Ceylon	,,	10,000	24,400	42,000
		For the Eight Months ended 31st August.		
China and Hong Kong	lbs.	5,728,430	7,508,080	9,420,900
Japan	,,	8,901,960	5,581,420	3,965,900
Straits Settlements	,,	1,155,510	1,496,760	1,554,060
Ceylon	,,	83,250	133,100	280,300

COTTON MANUFACTURES.

To		1872.	1873.	1874.
		For the Month ended 31st August.		
China and Hong Kong	yds.	35,575,500	25,081,400	26,925,200
Japan	,,	2,815,000	774,500	1,244,200
Philippine Islands	,,	501,400	495,000	1,337,000
Java	,,	798,200	1,926,700	2,772,800
Straits Settlements	,,	11,280,000	9,855,600	7,577,440
Ceylon	,,	1,845,300	3,936,800	2,012,100
		For the Eight Months ended 31st August.		
China and Hong Kong	yds.	282,381,100	248,714,200	279,241,540
Japan	,,	17,390,800	15,408,847	13,365,400
Philippine Islands	,,	8,954,660	6,208,640	7,200,740
Java	,,	15,213,200	12,786,750	24,132,600
Straits Settlements	,,	66,188,100	58,231,800	80,204,620
Ceylon	,,	22,193,100	22,551,600	25,894,800

WORSTED STUFFS.

To		1872.	1873.	1874.
		For the Month ended 31st August.		
China and Hong Kong	yds.	1,553,210	1,175,390	1,080,070
Japan	,,	274,500	426,370	244,800
		For the Eight Months ended 31st August.		
hina and Hong Kong	yds.	10,342,980	11,782,570	8,250,040
Japan	,,	1,851,780	2,245,610	896,850

WOOLLEN AND WORSTED CLOTHS.

To		1872.	1873.	1874.
		For the Month ended 31st August.		
China and Hong Kong	yds.	154,050	146,630	111,770
Japan	,,	117,840	48,590	69,300
To		For the Eight Months ended 31st August.		
China and Hong Kong	yds.	1,330,733	1,552,140	616,190
Japan	,,	622,560	748,290	98,720

LEAD TO CHINA AND HONG KONG.

For the month	tons	96	238	619
For the eight months	,,	6,695	2,155	6,587

ARTICLES OF IMPORT.

TEA.

The market during the past week has been rather more steady, with a fair amount of business doing, both for export and home consumption, and prices show rather more firmness for black-leaf kinds of Congou, other kinds generally remaining much as last week. Public sales have comprised 11,680 packages, nearly the whole of which have been offered and sold without reserve. The deliveries for the week as compared with last year are as follows :—

	1874. lbs.	1873. lbs.
Duty paid	2,061,255	1,921,387
Coastwise	816,895	747,849
Exports	1,167,832	836,994
	4,045,982	3,506,230

Congous.—Red-leaf kinds: Siftings have been in less active demand, and prices have ruled a shade easier. Broken-leaf kinds remain firm; fair to good common have been steady at previous rates. Fair to good Kaisow kinds have been rather more saleable at last week's prices. Fine to finest kinds have been sold without change. Pak Lin kinds meet with a good inquiry at fully former prices. Black-leaf kinds: Common to fair have sold at previous rates; fair to good medium have been in demand at rather better prices; good to fine have also been firm, whilst finest still command high rates. Souchongs have been fairly saleable without alteration in price. Oolongs have been sold to some extent at public sale without reserve, at the low rates lately current, say from 1s. 3d. to 1s. 6d. for good to fine Kokew. Scented Teas: The demand for Canton Capers has been rather quieter, but prices have been firmly maintained. Foochow kinds have sold at the recent decline. Canton Orange Pekoes remain without improvement. Foochow kinds have not been so readily saleable, and prices have given way ½d. to 1d. per lb. Green Teas: The private contract market is quiet. New Teas continue to be offered for public sale, without reserve, as they arrive, and prices have generally ruled in favour of buyers.

SILK.

A good deal of business has been doing this week in China Silk, both home and foreign manufacturers showing a disposition to buy pretty freely of the new silk, at prices which show fully 6d. rise on rates obtainable during sale week. Importers readily meet buyers, and altogether the market is steadier and the feeling generally better than for a long time past. Canton and other silks are not sharing in the improvement, which is almost exclusively limited to the new Chinas. Deliveries are good, viz., China 1,584 bales, Canton 276 bales, Japan 227 bales, Bengal 111 bales, total, 2,198 bales.

COFFEE.—A continued decline has been observable in the market for Ceylon, and prices are 2s. to 3s. lower than the closing rates of last week. Quotations are :—Plantation triage, 81s. 6d. to 88s.; small to low middling, 100s. to 109s.; middling to bold, 110s. to 114s.; peaberry, 121s. 6d. to 124s.; Native, small, 74s. to 74s. 6d.; good ordinary pale, 80s. 6d.; bold, 84s.; peaberry, 103s. An offer of 130 bags mixed Singapore was quitted at 70s. 6d. to 73s. 6d. per cwt.

CHINA PRESERVES.—250 cases Ginger sold at 6¾d. to 7d., and 30 cases Chow-Chow 10¼d. to 10½d.

CUTCH.—No business done.

GAMBIER.—150 bales have been sold at 27s. per cwt. ex ship, and 50 tons afloat at 25s. 6d. ex ship.

PEPPER.—The market continues extremely quiet; scarcely any business has been done, and the few transactions effected have established no change in the prices ruling last week.

RICE.—Very few sales have been made on the spot, but at a decline of 6d. per cwt. several cargoes of soft grain have been disposed of—one of Rangoon, 940 tons, at 9s. 9d., Liverpool quay terms; and seven of Necransie (5,700 tons), two at 9s. 1½d. and 9s. 4½d., for Bordeaux; three at 9s., for the Continent; one at 9s., for Antwerp; one at 9s., ex ship London.

STICLAC.—5 boxes Siam sold at £5 12s. 6d. per cwt.

SPICES.—*Cloves:* 70 bags Amboyna part sold at 1s. 5¼d., and part of 10 cases Penang at 21s.; *Nutmegs:* 30 packages sold, 72 nuts to the pound, at 3s. 9d.; 81 ditto, 3s. 6d. to 3s. 7d.; 140 ditto shrivelled, 2s. 2d. *Mace:* 20 packages bought in at 2s. 6d. to 3s. 1d. *Cassia:* Of 200 packages offered, 20 boxes sold—Japan, 35s. 6d. *Cassia lignea:* Of 1,200 boxes offered, 350 boxes sold at steady rates—first pile, 80s.; unworked, 57s. *Cinnamon:* 50 bales Ceylon part sold—second sort, 3s. 1d.; third, 1s. 10d.; fourth, 1s. 3d. to 1s. 4d.; and 50 boxes China, at 8d. to 9d. per lb. for broken; 130 bags chips withdrawn.

SAGO.—1,400 bags pearl offered, and all bought in. 300 bags since sold, good small, 17s. 6d.

TAPIOCA.—2,400 bags flake chiefly sold, bold white Penang, 2½d. to 2⅝d.; old, 2d. to 2⅛d.; old Singapore, 2d.; and 30 bags pearl, 22s. 6d. 400 bags flour withdrawn.

TIN.—The market is steady, with a fair demand. Importers of Straits hold for higher prices, and consequently very little is offered on the market. The Dutch Trading Company announce that they will offer for sale at Rotterdam, on the 29th inst., 22,300 slabs Banca; no Billiton. The current quotations are—Straits on the spot £92 10s. to £93, afloat £92; Banca £101, Billiton £95 per ton.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Sep. 5	Fire Queen	Hamilton	Singapore	London
2	Gertrude	Dewar	Akyab	Falmouth
7	Alexander McNeill	Storer	Do.	Liverpool
8	Frienze	Ramilla	Do.	Falmouth
3	Cashmere	Fernie	Rangoon	Liverpool
3	Harsfjord	Meyer	Akyab	Queenstown
3	Appenina	Gorziglio	Do.	Do.
3	Warwick Castle	Warren	Rangoon	Off do.
Aug 31	Albatros	Hansen	Macao	Hamburg
31	Toivo	Snellmann	Rangoon	Bremerhaven
Sep. 4	Forest Rights	Dare	Colombo	London
4	Irvine	Fernie	Rangoon	Falmouth
5	Christina Aquarone	Cunio	Akyab	Do.
5	H. A. Blanchard	Hardy	Do.	Plymouth
4	Veloce	—	Rangoon	Liverpool
2	Tranquebar	Petit	Bangkok	Marseilles
4	Amstelstroom	Appel	Batavia	Texel
4	Marie Elise	Deursen	Do.	Do.
5	Freydis	Norbeck	Akyab	Falmouth
5	City of Boston	Ullmer	Do.	Do.
5	Nereide	Nickersen	Do.	Do.
5	Mary A. May	Russell	Rangoon	Do.
5	Annie Main	Drysdale	Akyab	Do.
2	Etha Rickmers	Friedrichs	Rangoon	Bremerhaven
2	China	Bruggemann	Do.	Do.
2	Baldovan	Scott	Do.	Do.
3	Harrington (s.)	—	Batavia	Maassluis
3	Nieuwe Waterweg II.	Jacobs	Do.	Brouwershaven
3	Emanuele	Cumio	Rangoon	Do.
6	Glance	Lusby	Akyab	London
6	Menelaus (s.)	Pexton	China, Singapore, &c.	Do.
6	Queen of India	—	Akyab	Liverpool
	Wild Wood	Frost	Shanghai	San Francisco
	Emily Augusta	Walters	Akyab	Queenstown
4	A.M.E.	Kluit	Batavia	Texel
4	Robertus Hendrikus	Hageraats	Macassar, for Amstdm	Zierikzee
4	Jonge Jan	Itz	Do.	Do.
	Clara Bell	Pierce	Manila	San Francisco
8	Scafield	Mackay	Colombo, &c.	London
8	Cathay (s.)	Dundas	Shanghai	Do.
	Glarus	Regelsen	Akyab	Do.
9	Gleulyon (s.)	Templeton	China, Singapore, &c.	Do.
8	F. B. Fay	Osgood	Rangoon	Falmouth
8	Pontiac	Owen	Do.	Do.
8	Loochow	Beal	Singapore	Liverpool
8	Staatsraad v. Ewyck	Bakker	Batavia	Glasgow
	Don Antioco	Rabo	Sourabaya	Queenstown
5	Isabelle	Fechaud	Singapore	Havre
Aug 11	Ida F. Taylor	Burton	Shanghai	Portland (Oreg.)
7	Altagracia	Onaindi	Saigon	Havana
18	Maria	Mendezona	Rangoon	Do.
	Catharina	Loose	Singapore	New York
Sep. 7	Warrior (s.)	—	Batavia	Texel
7	Constantin	Lundelin	Rangoon	Do.
7	Star of England	Whiteway	Do.	Plymouth
7	Lion	Engrans	Akyab	Bremerhaven
6	Freya	Blauw	Do.	Copenhagen

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DEPARTURES.

Date.	Ship.	Captain.	For	From
Sept. 2	Marionople	Benventi	Galle	Cardiff
Aug27	Antje	Jelin	Atchin	Do.
Sept. 1	John Clark	Peterson	Singapore	Penarth
1	Eagle	Hodgson	Trincomalee	Sunderland
7	Glenfalloch (s.)	McBain	Singapore, China, &c.	London
3	Maria Rickmers	Schultz	Singapore	Cardiff
2	Batteslina	Gamby	Do.	Do.
2	Batteslina M.	Antonio	Galle	Do.
5	Mongol (s.)	Flamank	Singapore, China, &c.	London
5	Black Prince	Inglis	Yokohama and Hiogo	Do.
5	Cherwell	Weall	Galle, via Cardiff	Do.
3	Theseus	Matthews	Galle	Sunderland
2	Pallas	Luders	Hong Kong	Hamburg
7	James Paton	Cotter	Yokohama, via Cardiff	London
5	Dahlia (s.)	—	Java	Nieuwe Diep
4	Kurrachee	Maxwell	Do.	Buenos Ayres
Aug17	Altona (s.)	Hore	Hong Kong	San Francisco
25	Lelia	Tate	Anjer	New York
26	Golden State	Delano	Shanghai	Do.
Sept. 8	Penedo (s.)	Cain	Sing., Yoko., & Hiogo	London
9	Aurrera (s.)	Larrinaga	Singapore & Manila	Liverpool
9	Nestor (s.)	Jones	Singapore and China	Do.
9	Invincible	Braithwaite	Hong Kong	London

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Glenearn. For Singapore, Hong Kong, and Shanghai: Crocus, Formosa. For Penang, Singapore, Hong Kong, and Shanghai: Nankin. For Penang, Singapore, Yokohama, Hiogo, and Nagasaki: Ly-ee-Moon. For Singapore, Batavia, Samarang, and Sourabaya: Banca. For Colombo, &c.: Viceroy, Scindia, Hindoo, Bertha.

SAILING VESSELS.—For Yokohama and Hiogo: Evelyn. For Shanghai: Corea. For Hong Kong: Miako. For Penang: Glenisla. For Singapore: Star of the South. For Colombo: Conference, Lion.

At LIVERPOOL.—For Yokohama: Mora. For Penang, Singapore, Hong Kong, and Shanghai: Glaucus (str.), Sarpedon (str.), Achilles (str.), Deucalion (str.), Yrurac Bat (str.). For Singapore: Kendrick Fish. For Galle: Ellen Munroe, Staffa, Flora, Astrida. For Batavia and Sourabaya: Emma and Robert.

At GLASGOW.—For Singapore, Hong Kong, and Shanghai: Ocean (str.), For Singapore: Stanfield, Brisbane (str.). For Manila and Ilo Ilo: Saleta. For Colombo: Emma Ives.

SPOKEN.

L. R. V. H. (Mirella), London to Colombo, July 17, 10 S., 33 W.
BURRELL (barq.), from Philippines, July 8, 35 S., 27 E.
J. R. M. S. (Dut. (?) barq.), Cardiff to Hong Kong, July 31, 9 N., 25 W.
PRINCESS AMALIA, Amsterdam to Sourabaya, July 19, 2 N., 22 W.
J. N. C. F. (?), Tyne to Galle, July 25, 11 S., 28 W.
J. R. M. S. (barq.), Cardiff to Hong Kong, July 31, 9 N., 24 W.
MAARTEN V. ROSSEN (Dut.), Cardiff to Batavia, July 26, 9 N., 23 W.
NENUPHAR, Ceylon to London, Aug. 14.
NORDSTZERNEN (Norw.), Shields to Galle, Aug. 15, 43 N., 13 W.
LOUIS AUG. CONSTANTIN, Amsterdam to Batavia, Aug. 13, 36 N., 45 W.

FREIGHTS AND CHARTERS.

There is no special demand at the moment either for sailing vessels or steamers to load on the berth for the Eastern ports. We quote current rates as under.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. weight, 60s. meast. To Hiogo: 65s. weight, 70s. meast. To Nagasaki: 65s. weight 70s. meast. To Shanghai: 45s. weight, 40s. meast. To Hong Kong: 45s. weight, 40s. meast. To Singapore: 50s. weight, 40s. meast. To Penang: 50s. weight, 40s. meast. To Colombo: 45s. weight, 50s. meast. To Foochow: 75s. weight, 70s. meast. To Batavia: 40s. weight, 50s. meast. To Samarang and Sourabaya: 50s. weight, 65s. meast.

Per SAILING VESSELS.—To Yokohama: 35s. weight or meast. To Hiogo: 35s. weight, 45s. meast. To Shanghai: — weight, — meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 27s. 6d. weight, 25s. to 27s. 6d. meast. To Penang: 30s. weight or meast. To Colombo: 25s. weight or meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Singapore: £23 to £24. To Penang: £25, f.c. To Batavia and Sourabaya: £25. To Colombo: £24. To Galle: £20.

From Newport, Cardiff, or Swansea, per ton.—To Hong Kong: 32s. To Shanghai: 35s. To Singapore: 23s. to 24s. To Galle: 21s. To Batavia: 27s. To Sourabaya: 30s. To Colombo: 25s. To Manila: 28s. to 30s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Galle: 18s. To Singapore: 21s. To Manila: 28s. to 30s.

MISCELLANEOUS.

At ASCENSION.—Aug. 4, Q.S.J.D. (Monte Allegro), from Singapore, for London.

Off ASCENSION.—Aug. 8, V.P.S.K. (Caldew), from Singapore, for Liverpool.

At ST. HELENA.—July 29, Nieuwe Waterweg, v.d. Valk, from Batavia, and sailed 30 for Amsterdam; 31, Dovercourt, Munro, from Colombo, and sailed for London; Aug. 1, Codan, Boyson, from Singapore, and sailed for New York.

Off ST. HELENA.—Aug. 6, Jane Sprott, from Philippines, for Liverpool; 12, Walton, from Japan, for London; Pauline, from Singapore, for Bass Ross.

At TABLE BAY.—Aug. 7, Dr. McB., Park, and sailed for Colombo.

At SIMON'S BAY.—Aug. 7, Rota, and sailed for Batavia.

LISBON, SEPT. 6.—Remainder of damaged tea landed ex Gordon Castle (str.), estimated at 14,000 packages, sold for about £500, where it lies in a bonded store.

At FAYAL.—Aug. 24, Isurium, Redmer, from Colombo, for London.

CASUALTIES.

ALGIERS, SEPT. 3.—The Yorkshire (str.) has been submerged, and a third of her cargo saved; the master discovered the fire Aug. 30, after leaving Malta. Sept. 4, 9 P.M.—The Yorkshire (str.) has been sunk in dry dock; not much cargo saved intact; fire still burning, but mastered. [Tel. from the master].—The Yorkshire is completely gutted from bunkers forward; scuttled ship in dry dock; saved some cargo; rest wet or damaged by fire; decks burnt and plates bulged; passengers leave to-morrow via Marseilles.

The Agamemnon (str.), from Liverpool to China, &c., put into Malta, Sept. 5, with defect in crank shaft.

A telegram dated Shanghai, Sept. 8, states that the J. R. Worcester, hence to New York, with tea, has been run into by the Woosung (Japanese str.). Surveyors have been sent to report; further particulars shall be sent as soon as obtained.

OFFICIAL advices state that in the last eleven days of August thirty ships passed through the Suez Canal. The transit revenue collected by the Suez Canal Company in the same period amounted to £25,200.

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P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

MacEWEN, FRICKEL, & Co.,
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Special Agents for the
LONDON AND CHINA EXPRESS

THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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The only Soap recommended by medical celebrities for hygienic purposes and he beauty of the skin.

The creamy froth constitutes a nutritive lotion, which preserves the brightness, he freshness, and the suppleness of the skin, and increases its whiteness.

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new composition of Glycerine and Bismuth.

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A NEW PASTE DENTIFRICE.

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For softening, strengthening, and refreshing the skin.

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For preserving and giving brightness and softness to the skin.

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A liquid compound of refreshing flowers.

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A hygienic lotion, strengthening and refreshing, for the special use of the ladies' toilet.

POWDER OF THE FLOWERS OF CASHMERE.

INVISIBLE AND ADHERENT

For giving whiteness velvety softness, and freshness to the skin.

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(The basis being Glycerine and Bismuth.)

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For imparting freshness and sweetness to the breath.

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For linen and handkerchiefs. Oriental perfumes for apartments.

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A mysterious Chest, enclosing secret talismans for beauty.

COLD CREAM OF THE FLOWERS OF CASHMERE.

A softening preparation for the complexion.

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Very concentrated.

For the Toilet and the Handkerchief.

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For dyeing (without any discolouration of the skin) the hair, the beard, the eyelashes, and eyebrows, a flaxen, brown, chestnut, or black colour

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OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Hoogly ...	Sept. 13	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Peiho ...	Sept. 27		
Mei-Kong ...	Oct. 11		
Sindh ...	Oct. 25		
Provence ...	Nov. 8		
Anadyr ...	Nov. 22		

The Steamers of the 27th Sept., 25th Oct., and 22nd Nov. connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 13th Sept., 11th Oct., and 8th Nov. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

DEUTSCHE BANK.

(Registered in Berlin as a Limited Company, under Prussian Law.)

CAPITAL SUBSCRIBED AND PAID UP,

15,000,000 Thalers (£2,250,000).

RESERVE FUND—334,537 Thalers.

HEAD OFFICE, BERLIN—29, BURG STRASSE

LONDON BANKERS.
National Provincial Bank of England
German Bank of London (Limited).

LONDON SOLICITORS.
Messrs. Freshfields.

AGENCIES.
Hamburg, Bremen, Shanghai, and Yokohama.

AGENTS IN NEW YORK.
Messrs. Knoblauch and Lichtenstein.

LONDON AGENCY.
50, Old Broad-street, E.C.

MANAGER.
G. Pietsch, Esq.

The London Agency is prepared to transact Foreign Banking business of every description, on terms to be ascertained at its office.

STANDARD LIFE ASSURANCE.

REDUCED PREMIUMS.

CHINA and JAPAN.—The Directors of the STANDARD LIFE ASSURANCE COMPANY have reduced the rates of premium to be hereafter charged for residence in certain parts of China and Japan, and full particulars as to terms, regulations, and conditions may be had at the offices of the Company.

Local Boards and Agencies in India, China, and all the colonies.

Moderate premiums, at rates suited to each climate.

Immediate reduction to home rates on return to Europe or other temperate climate.

Loans advanced to civilians and military officers.

Profits divided every five years.

Annual income of the Company upwards of £700,000 sterling. Invested capital and accumulations upwards of £4,500,000.

H. JONES WILLIAMS, Gen. Sec. for England
82, King William-street, E.C.

JOHN O'HAGAN, Res. Sec., West-end Office
3, Pall-mall East.

Edinburgh ... 3 and 5, George-street.
Dublin ... ... 66, Upper Sackville-street.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.

HEAD OFFICE—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street, E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office

T. W. JACKSON,
COMMISSION AGENT
SAN FRANCISCO.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street, London, 1874.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.
Reserve Fund, $775,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street
BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

IMPROVED AND ECONOMIC COOKERY.—Use

LIEBIG COMPANY'S EXTRACT OF MEAT

as "stock" for beef-tea, soups, made dishes, and sauces; gives fine flavour and great strength. Invariably adopted in households when fairly tried.

CAUTION.—Genuine only with Baron Liebig's facsimile across label.

HOLLOWAY'S PILLS

INDIGESTION, STOMACH AND LIVER COMPLAINTS.—Persons suffering from any disorders of the liver, stomach, or other organs of digestion, should have recourse to Holloway's Pills, as there is no medicine known that acts on these particular complaints with such certain success. Its peculiar properties strengthen the stomach, increase the appetite, and rouse a sluggish liver. For bowel complaints it is invaluable, as it removes every primary derangement, thereby restoring the patient to the soundest health and strength. These preparations may be used at all times, and in all climates, by persons affected with biliousness, nausea, or disordered livers. For flatulency and heartburn they are specifics. Indeed, no ailment of the digestive organs can long resist their purifying and corrective power.

OSLER'S GLASS CHANDELIERS.

WALL LIGHTS AND LUSTRES FOR
CHANDELIERS IN BRONZE AND ORMOLU
KEROSENE, MODERATOR, AND OTHER LAMPS FOR INDIA AND HOME USE.
TABLE GLASS OF ALL KINDS.
ORNAMENTAL GLASS, ENGLISH AND FOREIGN

LONDON—Show Rooms, 45, Oxford-street, W.
BIRMINGHAM—Manufactory and Show Rooms, Broad-street. Established 1807.

GRAND HOTEL COMPANY.

YOKOHAMA, JAPAN.

THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steam ship lines in and out of Yokohama.

J. LYONS, Manager.
W. H. SMITH, Managing Director

GRAND HOTEL, VENICE.

FORMERLY HOTEL NEW YORK.

ON the Grand Canal. First-class house, with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

HOTEL THIERGARTEN—BERLIN.

SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all other conveniences.

HOTEL DES DEUX MONDES,

PARIS, 8, RUE D'ANTIN.

FIRST-CLASS English Family Hotel
Highly recommended.

LICK HOUSE HOTEL, SAN FRANCISCO.

AN old-established and thoroughly comfortable Hotel, in a central position. Large Dining saloon, Restaurant, Reading Rooms, &c.

FIFTH-AVENUE HOTEL. NEW YORK.

ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

HOTEL ANGLETERRE, NAPLES.

THIS Hotel is most pleasantly situated in front of the Royal Gardens, and can be highly recommended to passengers per Messageries steamers to and from India, China, &c.

HOTEL KRON PRINSEN HAMBURG.

SITUATED on the Alster. A first-class House, at moderate prices.

HOTEL CASTIGLIONE—PARIS.

SITUATED in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from f.50 to f.4 per day. Restaurant, Table d'Hote, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the establishment.

12, RUE CASTIGLIONE, 12.

HOTEL DE LA VILLE, TRIESTE.

PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.

Restaurant, Cafe, and Reading Room, with English French, and German papers, and the *London and China Express*. Omnibus attends the trains.

CHARGES MODERATE.

COWASJEE DINSHAW,

Close to the Landing Place, Depot of
EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers
The *London and China Express* on Sale.

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PRIZE MEDALS, 1851.

BURROUGHES & WATTS,

PRIZE MEDALS, 1862.

SOLE CONTRACTORS TO HER MAJESTY'S WAR DEPARTMENT AND ADMIRALTY.

Manufacturers of Oil Lamps, Gas Fittings, Settees, Lounges, Seats of all descriptions, and fittings for a Billiard Room.

Billiard Tables, all sizes, from 4ft. to 12ft.; Cloths for Tables, 12 × 6, from £4 10s.

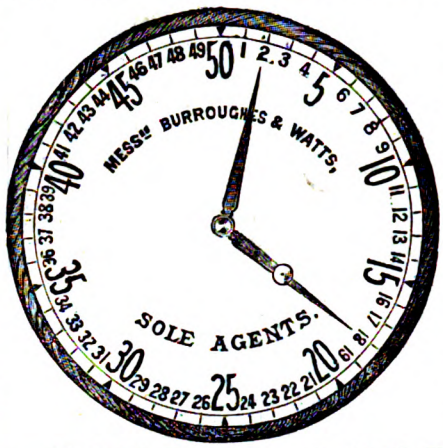
Cook (Champion) made the largest break on a B. & W. Table (936).

200 Tables on View.

500 in process of Manufacture.

Timber for 2,000 in Stock.

Sole Agents for the Patent Electric Marker, to mark the game from any cushion without moving from the table; the most convenient and best marker in the world, price £10 10s.



Cook (Champion) and Bennett (ex-Champion) use B. and W. Tables for their Matches and in their Rooms (twenty always in play).

—o—

Solid Mahogany full-sized Billiard Tables, complete with all fittings for Billiards, Pool, and Pyramids, from £105; all charges paid, including insurance and freight, to Bombay, Madras, Calcutta, China, Yokohama, &c.

19, SOHO SQUARE, LONDON, W.C.

SPECIAL NOTICE.—SUEZ CANAL.—Under contract with H.M. Government.—The PENINSULAR AND ORIENTAL COMPANY'S weekly steamers now proceed through the SUEZ CANAL with H.M. mails to Bombay and Calcutta alternately.

OVERLAND ROUTE and SUEZ CANAL. — Under contract for the conveyance of the Mails to the Mediterranean, India, China, Japan, and Australia. The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, from Venice every Friday, and from Brindisi, with the Overland Mails, every Monday.

Offices, 122, Leadenhall-street, E.C, and 25, Cockspur-street, S.W.

OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
Venetia ...	2,726	450	Sept. 17	Mediterranean, Aden, Bombay.
*Australia..	3,648	600	Sept. 24	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Hindostan	3,113	600	Oct. 1	Mediterranean, Aden, Bombay.
*Surat	3,000	530	Oct. 8	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Cathay ...	2,982	450	Oct. 15	Mediterranean, Aden, Bombay.
*Peshawur.	3,781	600	Oct. 22	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Malwa ...	2,933	450	Oct. 29	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

JAPAN AND CHINA.

Great Reduction in Fares.—Mail Route via San Francisco.

THE PACIFIC MAIL STEAMSHIP COMPANY will despatch their magnificent Steamers of 3,000 tons and upwards, with mails and passengers, twice every month, from San Francisco to Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, and vice versa.

THROUGH FARES FROM ENGLAND, via New York and Panama, to Yokohama, £60; beyond Yokohama, £70. Via Union Pacific Railway, to Yokohama, £73; beyond Yokohama, £83. Best berths in steamers.

The Company's Steamers leave New York twice a month (via Panama) for San Francisco and intermediate ports.

For Through Fares and other information apply to Messrs. Bowden and Willans, 34, Leadenhall-street.

ROUND THE WORLD BY STEAM.—Coupon Tickets issued for the ROUND JOURNEY. Fare £165 and upwards.

CASTLE LINE OF STEAM PACKETS FROM LONDON.—For SINGAPORE, HONG KONG, and SHANGHAI (last shipping day, 24th Sept.), the magnificent steamship CROCUS, 200 A1, 2,000 tons register, 225-horse power nominal, R. H. JOY, Commander; will load in the South West India Dock. This splendid steamer, well known in the China trade, has superior accommodation for passengers.

Apply to Thomas Skinner and Co., 5, East India-avenue, London, E.C.

CHINA TRANS-PACIFIC STEAMSHIP COMPANY. San Francisco to Yokohama and Hong Kong. The steamers of this Company have made the fastest passages on record. The steamship VANCOUVER will leave San Francisco about the 15th September, and the VASCO DA GAMA about the 5th October. Through tickets from Liverpool, via New York and the Pacific Railway, to Yokohama, £73 18s. To Hong Kong, £10 extra.

For through tickets and full information apply to Malcolm, Hudson, and Co., 5, Crosby-square, E.C.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.— The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenearn	100 A1	2,120	330	Sept. 18
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Glengyle	100 A1	1,676	200	To follow
Gleneagles	100 A1	2,120	330	New boat
Glenfinlas	100 A1	2,120	330	To follow
Glenartney	100 A1	2,106	330	To follow
Glenfalloch	100 A1	2,126	275	To follow

For terms of Freight and Passage apply to McGregor, Gow, and Co., No. 1, East India-avenue, London.

Steam via the Suez Canal. To sail on the 21st Sept.

FOR SINGAPORE, HONG KONG, and SHANGHAI, the splendid new full-powered screw steamer FORMOSA, 100 A1, 651 tons nett register, 140-horse power nominal; CHARLES E. STEWART, Commander; South West India Docks. This magnificent steamer, from her large horse power, is expected to make a very rapid passage. Has elegant accommodation for first-class passengers, including cabin fittings, bedding, and linen.

For Freight or Passage, apply to Shaw, Maxton, and Co., 2, Royal Exchange-buildings, London, E.C.

With quick despatch.

FOR SHANGHAI, the well-known clipper BELTED WILL, A1 15 years, 812 tons register; J. BRANTHWAITE, Commander; South West India Docks.

For Freight, apply to Shaw, Maxton, and Co., 2, Royal Exchange-buildings, London, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

	Tons	Brokers.	To Sail.
LONDON.			
Nankin, s.s.	2,423	Norris & Joyner...	Sept. 14
Ly-ee-Moon, s.s. ...	1,200	Norris & Joyner...	Sept. 23
Glenearn, s.s. ...	2,120	McGregor, Gow, & Co.	Sept. 15
Star of the South ...	665	Wright Bros. & Co.	Sept. 25
Crocus, s.s.	2,000	Thos. Skinner & Co.	Sept. 25
LIVERPOOL.			
Glaucus, s.s. ...	1,604	Alfred Holt ...	Sept. 22
Deucalion, s.s. ...	1,596	,, ...	Sept. 29
Achilles, s.s. ...	1,550	,, ...	Oct. —
GLASGOW.			
Normanby, s.s. ...	1,200	T. Skinner & Co.	Sept. —
Brisbane, s.s. ...	1,500	,, ,,	Sept. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. Mac-taggart, Tidman, and Co., 34, Leadenhall-street, E.C.

THE CHINA LINE OF STEAMERS, via the SUEZ CANAL, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates, at shippers' risk; to sail 14th September; the favourite full-powered screw steamer NANKIN, 100 A1, 1,830 tons register, 300-horse power nominal; R. McNABB, Commander; South West India Docks. This favourite steamer, one of the fastest in the trade, has elegant accommodation for first-class passengers, replete with every comfort.

For Freight or Passage, apply to the Owners, Watts, Milburn, and Co., 85, Gracechurch-street, E.C.; or to Norris and Joyner, 126, Bishopsgate-street Within (corner of Cornhill).

THE CHINA LINE OF STEAMERS via SUEZ CANAL, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates at shippers' risk; last shipping day, 10th October; the magnificent new full-powered screw steamer HANKOW, 100 A1, 2,332 tons register, 450-horse power nominal; W. SYMINGTON, Commander; South West India Docks. This splendid steamer, built especially for the China trade by Messrs. C. Mitchell and Co., Walker-on-Tyne, is expected to prove herself the fastest steamship in the trade. Has elegant accommodation for first-class passengers, replete with every comfort. Will carry a surgeon and stewardess if necessary.

For Freight or Passage apply to the Owners, Watts, Milburn, and Co., 85, Gracechurch-street; or to Norris and Joyner, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

Steam via the Suez Canal.

TO PENANG, SINGAPORE, YOKOHAMA, HIOGO, and NAGASAKI, with liberty to call at Hong Kong, taking goods and passengers at through rates in conjunction with steamers of the East Australian Mail Steam Co. (Limited), to Australia, &c.; last shipping day the 23rd Sept.; the favourite full-powered screw steamer LY-EE-MOON, 90 A1, 1,200 tons gross, 800 net register, 160-horse power nominal, 800 effective; GEORGE R. STEVENS, Commander; East India Docks. This splendid steamer is confidently expected to deliver her cargo at Yokohama under sixty days from date of sailing. She has unusually spacious and well ventilated accommodation for first, second, and third-class passengers. Will carry a surgeon and stewardess, if necessary.

For Freight or Passage apply to Norris and Joyner, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

FOR HONG KONG direct, with despatch, the splendid clipper MIAKO, A1 16 years, 516 tons register; W. ANDERSON, Commander; East India Docks.

Apply to Killick, Martin, and Co., No. 10, George-yard, Lombard-street, E.C.

YOKOHAMA and HIOGO.—The favourite clipper EVELYN, A1 13 years, South West India Dock, will have quick despatch. Has excellent chief cabin accommodation.

Robertson and Co., 5, Newman's-court, Cornhill, E.C., London.

Printed for the Proprietors by Woodfall and Kinder, Milford-lane, Strand, W.C., and published by James West, at the Office of the "London and China Telegraph," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Sept. 14, 1874.

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 577.] LONDON, MONDAY, SEPT. 21, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.]

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward.
JAPAN—Yokohama	June 12	July 27	Aug. 3*
Yedo			
Osaka and Hiogo	—	—	July 30*
Hakodadi			
Nagasaki	—	—	„ 28
CHINA—Peking	—	—	„ 20
Tien-tsin	—	—	„ 23
Chefoo	—	—	„ 25
New-chwang	—	—	„ 19
Hankow	—	—	„ 29
Kiu-kiang	—	—	„ 28
Chin-kiang			
Shanghai	„ 19	Aug. 1	Aug. 2
Ningpo	—	—	„ 1
Foochow	„ 12	July 21	„ 2
Formosa	—	—	July 5
Amoy	—	—	Aug. 3
Swatow	—	—	„ 4
Hong Kong	„ 26	Aug. 3	„ 8
Canton	—	—	„ 6
Macao	—	—	„ 7
PHILIPPINES—			
Manila	„ 19	July 25	„ 2
COCHIN-CHINA			
Saigon	July 3	Aug. 6	„ 13
SIAM — Bangkok	„ 3	„ 8	„ 10
BORNEO —			
Labuan	—	—	„ 5
Sarawak	—	—	„ 7
JAVA — Batavia	„ 10	„ 11	„ 13
Samarang	—	—	„ 12
Sourabaya	-	—	„ 8
MALACCA STRAITS—			
Singapore	„ 10	„ 7	„ 17
Penang	„ 10	„ 5	„ 10
CEYLON—			
Galle	—	—	„ 25
Colombo	--	—	„ 23

* By Pacific mail *via* San Francisco.

THE MAILS, &c.

The Pacific mail, with the Japan advices dated as above, was delivered, *via* San Francisco and New York, on the 14th inst., its due date, and the French mail, with the advices from China and the Straits Settlements, was received on the 17th inst., four days early. The next inward (P. and O.) mail, with dates Yokohama, 5th; Shanghai, 9th; Hong Kong, 15th; Singapore, 23rd August, is due on Monday next, the 28th inst.

Communication between Hong Kong and Amoy by the China Telegraph Cable is still interrupted.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Meikong*, arrived Sept. 15.—From Yokohama: None. From Shanghai: Messrs. Macbean, Laing, Chartron, Rouhand, Weill. From Hong Kong: Messrs. Sichel, Derognat, Blade, Page Mr. and Mrs. Bellon, Mr. and Mrs. Norto, Mr. and Miss Reinhold. From Saigon: Messrs. Narquant, Aussoleil, Bezian, DePorcaro. From Batavia: None. From Singapore: Messrs. Kenson, Caloo, Palmero, Kock, DeWilde, Mr. and Mrs. Abella, Mr. and Mrs. Raders, Mr. and Mrs. Toewater. From Aden: The Hon. S. A. Hamilton Gordon, Mrs. Brooks.

From Batavia, per Nederland Company's steamer *Conrad*, arrived Sept. 15.—Mr. and Mrs. Larsen, Mr. and Mrs. Prins, Mr. and Mrs. Van Geuns, Mr. Van Braam Houckgeest, Master Van Vollenhoven, Mr. Egeling, Mr. Tengbergen, Mrs. Wynaendts, Mr. Van Yselmuyde, Mr. Mulder, Mr. Winter, Master Duyvenbode, Mr. and Mrs. Roskes, Mr. and Mrs. de Roy Van Yuidewyn, Mr. A. H. Y. Diemont, Mrs. Gobins, Mr. and Mrs. Rodemer, Mrs. Huguenin, Master Ossenbruggen, Mr. Hilje, Mr. Van Aardenne, Mr. and Mrs. Benjamins, Mr. and Mrs. Van Vuuren, Mr. Blanken, Mr. and Mrs. Dietrich, Mr. and Mrs. Wouteroy, Mr and Mrs. Botter, Mr. and Mrs. de Vos, Master Reedyk, Mr. and Mrs. Bleckrode, Mr. and Mrs. Schneider, Mrs. Yerritsma, Mr. Harders, Mrs. Van Lee, Mr. Gimberg, Mr. A. G. Ryngaardt, Mr. Deleger, 22 subaltern officers, 104 soldiers.

PASSENGERS OUTWARD.

Per P. and O. steamer *Australia*, from Southampton, Sept. 24.—To Hong Kong: Mr. Hearn, Mrs. Phillips, Miss Brereson. To Ceylon: Mrs. Dowden, Mr. H. K. Phillips, two Mrs. Brereson, Mr. E. A. Marras. To Colombo: Mrs. Wells.

Per P. and O. steamer *Malta*, from Brindisi, Oct. 5.—To Ceylon: Mr. W. Clutterbuck.

Per P. and O. steamer from Southampton, Oct. 8.—To Ceylon: Mr. and Mrs. Barker and son, Mr. Dunlop, Mr. and Miss Aslett. To Galle: Miss Copeland. To Singapore: Mrs. G. F. Hose, Mr. McNair, Mr. and Mrs. Skinbrigge. To Hong Kong: Surg Maj. Moorhead.

Per P. and O. steamer *Ceylon*, from Brindisi, Oct. 19.—To Singapore: Hon. W W. Cairns, Mr. A. P. Maudslay. To Ceylon: Mr. Hedges, Mr. Robinson.

Per P. and O. steamer *Ceylon*, from Venice, Oct. 16.—To Singapore: Mr. W. F. Heniker.

Per French steamer *Peiho*, Sept. 27 (booked from London).—To Yokohama: Mr. F. der Heyden. To Hong Kong: Mr. and Mrs. G. Detring, Mr. Lechler, Mrs. Deane, Miss Deane, Mr. and Miss Lechler, Miss Peter, Miss Sness, Miss Graham, Mr. Josephson, Mr. Schaub. To Shanghai: Mr. Grosvenor, Mr. Hodgson. To Batavia: Mr. D. Kock v. Leuven, Mr. and Mrs. Speet, Col. the Hon. W. Fielding, Mr. and Mrs. Oostcron and two children, Mr. and Mrs. van der Leuw. To Galle: Mr. and Mrs. Ballardie, Mr. Fitzroy Kelly, Mr. H. Dies, Mr. C. Miller, Mr. and Mrs. De Baugy, Mr. and Mrs. Johnson. To Singapore: Mr. Frank, thirteen artists, male, and five female. To Saigon: Three Sisters of Mercy.

Per French steamer *Meikong*, Oct. 11 (booked from London).—To Shanghai: Mr. Harwood, Mrs. Seward. To Hong Kong: The Danish Ambassador, Mr. Scott, Mr. O. E. Edwards, Mr. F. Mortimer. To Galle: Mr. Karslake, Mr. Cross, Mr. Shutter. To Batavia: Mr. Holland and three daughters. To Singapore: Mrs. Hinnekindt.

Per French steamer *Sindh*, Oct. 25, (booked from London).—To Hong Kong: Bishop of Victoria and Mrs. Burdon, Rev. G. H. Sedgwick. To Shanghai: Mrs. Little, Mr. Leopold Lefebre. To Saigon: Admiral Duperre and suite, Mr. A. Spooner. To Yokohama: Rev. H. Evington. To Galle: Mr. and Mrs. Vandespar.

Per French steamer *Anadyr*, Nov. 8 (booked from London).—To Batavia: Mr. and Mrs. Brevet.

Per steamer *Nankin*, from London Sept. 18.—For Singapore: Mr. and Mrs. J. P. McEwen. For Hong Kong: Mr. and Mrs. John Humphreys and daughter. For Shanghai: Mr James Cheetham, Mr. James Lockhart.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present French mail brings advices from this port to the 29th July; and by the Pacific mail we have five days later news, viz., to the 3rd August; the French mail from London 5th and the following P. and O. mail of 12th June were received together on the 27th July. The *Japan Mail* supplies the following items of intelligence:—

The settlement of the Formosa question now depends upon the reception given to Yanigawara at Peking. The Japanese Government are willing to evacuate their position in the island if the Chinese Government will engage to occupy it, and enforce on the savages such discipline as will prevent the recurrence of the outrages which the Expedition was sent to redress. The Japanese Government also require the admission of the Cabinet at Peking that it has hitherto been in the right, and has been justified in sending the Expedition. With this acknowledgment it would be satisfied without the payment of any indemnity or any claim for the expenses incurred. Whether the Chinese Government will give the desired admission must remain a question for some time. But it is far from impossible. The general disposition of the Cabinet will be to avoid war if possible, and however informal may have been the answer given to the Japanese Secretary of Legation by the Tsung-li-yamen on the subject of the jurisdiction of China over the savage tribes, it has never been denied that the tenor of the answer was to deny all responsibility for their acts. The interpretation of the answer, therefore, will hinge on the disposition of the Peking Cabinet, and if this be peaceable a satisfactory arrangement will follow. We may continue, then, to hope for the best.

A very remarkable memorial has been addressed to the Sain on the subject of the Expedition. The savage expressions it contains are probably orientalisms or extravagances which time has consecrated, and which demand rather a metaphorical than a literal interpretation. They are certainly amply atoned for, however, by an exhibition of high spirit and excellent sense in analysing the whole question. The strong patriotic feeling characteristic of the Japanese, and the absence of which seems so complete in the Chinese, is apparent throughout the whole memorial, which is also very much more out-spoken than we should have been prepared to expect. The publication of the

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memorial is possibly another hopeful sign, as showing that the Government feels itself quite strong enough, not only from general points of view, but on the subject of the Expedition, to permit of very free criticism upon the latter. Inferences of this nature, however, are of doubtful value.

Severe weather has been experienced on the southern coast of these islands. The violence of a typhoon on the 23rd July, destroyed the telegraphic wires connecting Shimonoseki with Nagasaki, and communication was interrupted for two or three days. The P.M.S.S. Company's steamer, bound hence to Hong Kong, was compelled to seek refuge in Nagasaki on the 26th July, but was able to proceed on her voyage on the following day. Grave fears were entertained as to the safety of the Messageries Maritimes Company's steamer *Volga*, which left Hong Kong on the 15th July, and did not arrive at Yokohama until the 27th. The *Volga* met with severe weather on her passage, and was for three days subjected to the buffeting of a gale of wind, from which she sustained many injuries. She will proceed to the Yokoska Dry Dock for repair, the Company's agent having chartered the American steamer *Nevada* to take her place on the line provisionally. The *Volga* encountered two typhoons; in the first of these she lost three blades of her screw, and in the second she brokeher tiller.

It is said that the Kenrei (chief local authorities) were some time back ordered to report on the feeling of the people in the districts under their jurisdiction regarding the admission of foreigners into the country, and that this feeling has been found adverse to the measure. On this ground it is supposed that the Government came to the resolution announced by us elsewhere, and determined to shelve for the present the question of opening the country to foreigners.

The attention of the Consular Authorities has been directed to the existence of several gambling establishments in the settlement, and a determination to use every possible means to suppress them has been arrived at. The proprietor of one of these has been fined $500, and a warrant has been issued to close his establishment.

It is rumoured that there is a probability of the Japanese Government abandoning their appeal from the decision of the American Consular Court to California, in the case of their action against the P.M.S.S. Company, for breach of charter for the *New York*.

Orders have been issued by the Central Government that the local officials of the various provinces, who are to constitute the Deliberative Assembly, shall assemble in Yedo not later than the 10th of September next, for the despatch of public business.

We learn from a native paper that Tanabi, an officer occupying an important position in the Gaimusho, proceeded to Shanghai by the *Costa Rica* on the 16th July. He is said to be the bearer of important despatches to the special envoy, Yanigawara, who was sent to China two months since to discuss the subject of Formosa.

The examinations at the Kaisei Gakko having now been brought to a conclusion, the long vacation has commenced, and both professors and scholars have separated, a large majority of the former betaking themselves to the various interesting and health-giving resorts of this part of the country. Studies will recommence on the 2nd September.

A new Japanese theatre of large dimensions has just been completed on the site of the houses burnt down in the serious fire of last year. The energetic Takashima Kayemon is said to be its proprietor.

The gradual deterioration of the silk-growing industry of this country, to which Mr. De Bavier in his work on Sericulture very largely addresses himself, is, it is stated, now receiving the notice of the Government.

A performance of sacred music was held at Christ Church on the evening of the 21st July, and passed off very successfully. A member ofthe community, whose name has not been disclosed, has discharged the balance of the debt incurred in the purchase of an organ for Christ Church.

Dealings in army clothing, munitions of war, and arms continue to be reported. Enquiries from China represent a pressing demand in that country, and it is stated that the Chinese Government is desirous to purchase iron-clad men-of-war.

The unexpected appearance of a comet in the northern heavens has created much excitement in both Japan and China. In the latter country it is regarded as a presage of evil and is connected with the position of matters in Formosa.

The *Japan Herald* contains the following summary of news:—

The Formosan expedition still drags its slow length along, being, so far as we know, still in *statu quo*. Offensive operations appear to have been suspended, although reinforcements, to fill casualties from disease and wounds, have been despatched. Meanwhile, China is making strenuous efforts, and is said to be arming on a gigantic scale, and it would only be a just retribution on Japan were China to avenge her violated territory and the attempted colonisation of Formosa by annexing some of the outlying Japanese islands, say the Lew Chews. The Japanese Government is using every means to come out of the affair with the loss of as little prestige as possible, knowing that should the force now in Formosa be captured, or have to withdraw at the order of China (one of which events must inevitably occur should the two Powers come into collision), the ministers responsible for this ill-judged expedition would scarcely be able to withstand the well-merited indignation of the people, unless popular wrath could be diverted by a war with China, in which, however, in the end Japan would be vanquished. It is well known that strong differences of opinion prevailed originally in the Dai-jo-kuan respecting the policy of despatching the mission, and it was eventually undertaken as a sop in the pan to a discontented soldiery. Probably the Government will in future, in indulging their aggressive propensities, remember the old proverb of "look before you leap." The prime author of all this turmoil, Mr. Le Gendre, left this on the 21st July for Hong Kong, it is said to conduct some negotiations with the Chinese. It would be quite in the style of Japanese character to despatch Mr. Le Gendre to negotiate at one spot whilst the specially appointed Envoy, Yanagiwara, is doing the same thing at another.

Provision has been made, we hear, for the payment of the final balance of the Simonoseki indemnity. We trust that this salutary mulct—the payment of which has been too long delayed—will teach the Japanese that they cannot be permitted to fire upon foreign flags with impunity, and that if they do they will be certain to be made to suffer for their silly temerity.

The sentences pronounced on the police for the late outrage on the British Legation have been published, but no sooner was this done than a somewhat similar case in Yokohama again served to warn the public as to the absurdity of trusting Japanese with any authority over Europeans. In the last case the Inspector of Police has been dismissed. The Government has, it is said, offered the escort man Woods, who was illegally assaulted and imprisoned, the sum of $500.

There seems at last a fair prospect of an arrangement being arrived at by which the foreign settlement here will be lit with gas.

ELEVEN DAYS LATER.

The Pacific Mail steamer *Great Republic* arrived at San Francisco on the 4th inst., bringing Yokohama advices to the 14th August. The subjoined summary of news has been telegraphed to the New York press:—

The Japanese adhere to their determination not to be driven into war with China except in the last extremity. The whole tendency of their present negotiations is pacific, but so many influences are operating against them that they feel the necessity of fully preparing themselves. To this end large bodies of troops have been assembled in certain southern ports, ready for instant departure in case of need, and several large steamers have been added to their transport fleet. The most important of these are the Pacific Mail Company's ship *New York*, purchased for $250,000, and the ships *Acantha* and *Madras* for $118,000 and $90,000 respectively. In regard to the *New York*, it is possible that the claims for commissions, yet unsettled, and about to be adjudicated, will swell the amount paid by the Japanese to $280,000. General Le Gendre, who sailed for China a fortnight ago to continue the peaceful negotiation commenced in Formosa, was arrested by United States officials on landing at Amoy. It is not yet known whether he will be temporarily or permanently detained. Astonishment at the news of his seizure is chiefly caused by the fact that the amicable character of his mission was known to everybody. It is looked upon as another proof of the determination of foreign representatives to obstruct the efforts of Japan to arrive at a fair understanding. No foreigner acting on behalf of China has been molested or interfered with in any way.

The Japanese Government, fortunately foreseeing the possibility of obstacles in General Le Gendre's case, despatched other commissioners immediately after his departure, who could not be hindered in the fulfilment of their duties. The first of these is Okubo, Minister of the Interior, and a member of the highest Board of the Government. His assistant is Yosharas, an officer of the Treasury Department and the head of the Yokohama Custom House. They are to proceed directly to Peking. Accompanying them is a French gentleman in the legal service of the Japanese. The French Minister undertook to detain his employe. Having the law and a complete knowledge of the law on his side, he was able to convince M. Berthemy of the danger of the course he was pursuing. The Japanese are still hopeful of tranquillising the results of this last mission. The Mikado takes the keenest interest in the deliberations of the Government on the Formosa question. On the 4th of August he personally visited the office of the Diajokwan, or the first Board of the Government, and presided over the debates, an act almost without precedent in modern times.

The affair of the Simonoseki indemnity has taken a turn that could never have been anticipated by Americans. Mr. Bingham has received instructions from Washington to demand full payment, and the amount has been deposited to his credit. The grounds upon which the order from the State Department was based are not that the claim is just or that the United States Government desires the money, but solely that as other Governments concerned have received their share ours must also be paid according to the bond. The Japanese are greatly chagrined, not wholly on account of the unlooked for loss of money, but principally because they had been given to understand for

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the last two years that the balance of the payment would never be exacted. In this conviction they felt themselves in a better position to resist the aggressions of other nations. They now consider themselves free to believe that the assurances of forbearance and unwillingness to press an extortionate demand were nothing but empty declamations. It is understood that Mr. Bingham deeply regrets the decision of the State Department, which, nevertheless, he is bound to enforce. He has not, up to this moment, taken possession of the amount, hoping that another mail may bring some modification of his instructions.

The United States Consul, General Van Buren, has arrived and assumed the duties of his office. General Meyers and Colonel Lyford, of the United States Army, specially commissioned by President Grant to bring presents of new and improved arms to the Sovereign of Japan, are now at Yedo. On the 10th they were, with Minister Bingham, received by the Mikado. In the unlucky event of a war with China it is probable that these instruments of attack, among which were Gatling guns, would be made immediate use of. It does not appear, however, that Mr. Bingham has issued any orders forbidding their delivery to the Japanese authorities.

CHINA.

SHANGHAI.

The present mail brings advices from this port to the 2nd August; the French mail from London, 19th June, arrived out on the 1st August. The following summary of news is from the *North China Herald*:—

In the Supreme Court, before Sir Edmund Hornby, chief judge, the case of Robert Mackenzie against Messrs. Rowley Miller and Augustus White came on for hearing. It was a petition for a settlement of partnership accounts, and the plaintiff also claimed payment of a sum of money amounting to nearly Tls. 5,000. Both defendants were examined, and testified to their belief that the plaintiff had really withdrawn from the firm. There was much argument on both sides, and the Court sat until seven o'clock, the case having commenced at eleven in the morning. Mr. Drummond objected at that late hour, after a fatiguing day, to enter upon his summing up on behalf of his clients, to whom he would not be doing justice if he attempted it. His lordship said he could not name an earlier day to resume than the 15th October, and the case accordingly stands adjourned until that date.

A case has also been argued on appeal from the Consular Court at Nagasaki, in which the master and owners of the barque *Mistletoe* were the defendants and appellants, and Mr. W. L. Malcolmson, plaintiff and respondent. The Nagasaki Court had found the master of the *Mistletoe* responsible for breach of charter party, and had cast him in a heavy penalty, amounting to $2,779.29. The appeal was argued at considerable length by Mr. Wainewright for the appellants, and Mr. Robinson for the respondent. His lordship, who took time to consider his decision, gave judgment, reversing that of the Nagasaki Court.

The decision of the arbitrators in the *Golden Age* and junk case is that the collision was occasioned by the fault of both, and that the damage on both sides, together with the costs, should be shared equally. The junk will thus recover assessed damages in full, less the amount of the injury to the steamer.

A Naval Court has been held at H.B.M. Consulate, to inquire into the wreck and abandonment of the steamer *Laptek*. It has found Capt. Tough culpable in not placing the ship by bearings and recording these from noon of the day the vessel struck; had this been done it would have given the Court assistance in judging of the exact position of his ship at the time of the casualty. It accordingly censures him, but expresses satisfaction with his conduct after the accident. The Court acknowledges the good offices of the Chinese navy, but in acting on Mr. Robinson's suggestion in this respect, has given credit only to the gunboat which brought the crew from Keelung, and by what we are sure must have been purely an oversight, left unnoticed the valuable and prompt assistance rendered by the gunboat *Fokshing* on the night of the occurrence and afterwards. We hope it will still be possible to extend the Court's recommendation that the Board of Trade should notice these services to both vessels.

We hear that negotiations have been resumed between the Race Club and Recreation Fund, which are likely to result in an amicable adjustment of their differences, and a clear understanding as to their relative positions, rights and obligations. It is therefore improbable that the proposed steps to appeal against the recent decision of the Supreme Court in the matter will be taken.

We have to acknowledge the Customs' returns of trade at Shanghai for the second quarter of 1874. The import of opium shows a slight increase over the corresponding quarter of last year; grey goods the same, but drills and woollens are much less. Iron is about 10,000 piculs short, but lead is nearly five times as great, and tin more than double. Needles are an article of trade capable apparently of indefinite increase, the import for the quarter being 651,320 mille, double last year's, and more than quadrupling that of three years ago. Coal gives 31,659 tons' or about 5,000 in excess of last year. The re-export of opium is on a par with its import, but the same cannot be said of shirtings, though T-cloths and drills appear to have been withdrawn more freely than they were received. The re-export of grey and white shirtings, however, compares favourably with last year; but in T-cloths and drills there has been a falling off. Woollens have not gone off so largely as last year, but then the import has also been considerably less. 21,569 piculs of iron were re-exported, against an import of 44,780, and a last year's business of 28,903; but of lead 31,392 piculs, against an import of 35,781, and a re-export last year of 20,775. Notwithstanding the enormous import of needles noted above, the re-export is only 153,950 mille, or one-half what it was in the same quarter of last year. The issue of transit passes reaches 1,502, against last year 1,291, but much fewer piece goods appear to have been sent inland under them. The revenue is Tls. 30,732 over the corresponding period of 1873, though still Tls. 57,198 under 1872. The tonnage dues have risen Tls. 1,500.

The Governor-General of Chili, in a memorial published in the *Peking Gazette*, gives particulars of the recent capture of a pirate junk by a Chinese gunboat, near Newchwang, and represents that an action of this description, "performed by an officer in command of a steam vessel built by the Chinese Government itself, deserves a more than ordinary reward."

Another of the Foochow built Chinese Government transports, the "No. 15," the second arrival from the same place within the past few days, came into port on the 31st July. She appears to have been but lately launched, and like the *Tchen Hang* (No. 14), which left Shanghai for, we believe, Nanking, has had large temporary cooking houses constructed on deck, capable of preparing "chow-chow" for 600 or 700 men. It is reported that the No. 15 is also bound for Nanking and other ports up the Yangtsze for troops, but for what destination has not transpired.

The U.S. steamer *Monocacy* came into port on the 29th July, and went up to Tunkadoo Dock on the 31st. When steaming past the *Frolic*, the cross tide current caught her bow and swung her round to within twenty yards of the stern of the *Frolic*, on board which the crew were prepared to lower the boat on the stern davits. The moment danger was apprehended on board the *Monocacy* the engines were reversed, and the mishap which had seemed inevitable was averted.

The American three-masted schooner *Almatia* came into port on the 27th July in a disabled condition, having had her spars and head gear carried away during the typhoon of the 17th July, while on her passage from Newchwang to Swatow. She is freighted with a general cargo, and after repairing will resume her voyage.

The steamer *Glamis Castle* came up the river on the 28th July, having been detained outside Woosung for nearly a week by low water on the bar. She had to be lightened of a large portion of her cargo.

FORMOSA.

THE JAPANESE EXPEDITION.

A correspondent of the Hong Kong *Daily Press* writes as follows, under date Takow, 26th June:—

On the 21st June a proclamation was posted in Taiwanfoo on the subject of the Japanese expedition. It was issued by the "Assistant Imperial Commissioner for arranging matters in Formosa," and the Taoutai of the island. It runs something like this:—

The Japanese have come to Formosa to punish the Bawtans for the murder of certain Lewchewans. But as the Japanese have remained several months without going away, and are talking of attacking some other savages, namely, those of Pelam, the Emperor has therefore sent the two Commissioners to arrange matters. The Bawtans are certainly guilty, but still it is China's business to punish them, and not Japan's; and the Pelam savages have not only given Japan no cause for complaint, but even earned its gratitude by saving certain shipwrecked Japanese last year. The Assistant Commissioner and the Taoutai are therefore going to Langkiaou to see the Japanese General, who certainly will not be allowed to touch any more tribes. The headmen of the frontier villages are ordered to tell the savages to keep quiet and mind their own business, and the Chinese Government will see that no injury is done to any one who does not deserve it.

This proclamation is of considerable interest, as it is the first public expression by the Chinese authorities of their views on the Formosan question. The line that they have taken is very much that which one thought they would adopt. That is to say, they deny the right of Japan to meddle with Formosa at all, but they show no eagerness to precipitate matters by hasty action. Evidently they will be only too glad if the Japanese can be induced to retire quietly without a collision occurring. The plainly-spoken and authoritative statement that the Japanese will certainly not be allowed to touch any more tribes need not be taken too literally. It is probably meant to keep up the dignity of the writers in the eyes of their own people. China will doubtless use all pacific means to induce Japan to leave the savages alone, not so much because she cares for them, as for the sake of her own prestige. But she will only fight on the more serious question of permanent occupation. The Japanese meanwhile give no sign. It would be easy for them to announce that

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they mean to retire as soon as they have effectually punished the savages; but they do not say so; while on the other hand they carefully abstain from declaring that they intend to stay.

A notification, issued by the United States Consul at Amoy, under instructions from the American Chargé d'Affaires at Peking, has been circulated here. It ordered all citizens of the United States to withdraw from the Japanese expedition, under pain of being arrested and tried for breach of neutrality. This document appeared to us rather startling; as, in the first place, though nearer than anyone else to the scene of action, we were not aware of there being war between China and Japan; and in the second, it appeared that taking part with the Japanese was forbiddden, but not assisting anybody else.

A further communication, dated Takow, 5th July, is as follows:—

The Japanese at Langkiaou have been for some time in a state of inaction, and apparently they do not know what step to take next. They have got possession of the Bawtan territory and the Bawtan villages, and have established inland camps in various places, but they are unable to lay hands on the savages themselves. They cannot therefore be considered to have completed their work, especially as it is not thought safe to move from one camp to another alone, or even in parties of only two or three. Stragglers have been fired at upon several occasions, but fortunately nobody has been killed. The invaders are centainly rather awkwardly situated. They may remain as long as they like in their present position; and yet they will not have any greater hold on the savages, who have undoubtedly found a home among some of their neighbours. At the same time, there will be a touch of absurdity in retaining a couple of thousand soldiers to keep guard against a tribe of savages who, before their numbers were thinned in the various encounters, only consisted of two or three hundred men. If, on the other hand, the Japanese withdraw, the very next day after they weigh anchor the savages will be back in their villages; and the rebuilding of the houses, if they be destroyed, will take but little more time and trouble than their destruction did.

The Chinese Commissioner has returned from Langkiaou after a visit of about five days. When he went to see General Saigo he was for some reason not received. But General Saigo returned the visit next day, and an interview then took place. Neither party has made public what took place at the meeting, but I have heard two accounts, both coming from small Chinese officials who were at Langkiaou at the time. The first is that the Japanese, when requested to go away, said that they could not do so without orders from the Government at Yedo, to which the Chinese Commissioner replied that China would give one month, and if they were not gone in that time the result would be war. The second story says that the Japanese replied to the Chinese demand by saying that they would withdraw if the Chinese would pay the expenses of the expedition, and that the Commissioner gave some answer which was neither an assent nor a distinct refusal. These two stories are not perfectly compatible with each other, but very probably both may contain some germs of truth.

The gunboat *Chang-sing* has just returned after a cruise round the island. She reports everything in *statu quo*. The rumours which were flying about of the occupation by the Japanese of Sau-o Bay, on the north-east coast, the best harbour in the island, and of General Le Gendre's being somewhere in the north with a large force, are entirely without foundation.

FOOCHOW.

The *Herald* has the following:—

H. E. the Futai returned to this port on the 28th inst. from the North. In view of the Formosa difficulty the Lekim and other arbitrary exactions will now doubtless be fully enforced.

Troops are being rapidly pushed forward to Formosa, several thousand men having embarked at this port and Amoy during the week.

A court of enquiry into the conduct of Captain MacNabb, of the late s. s. *Canton*, has honourably acquitted the captain of all blame in connection with the loss of his vessel.

The wreck of the steamer has entirely disappeared, and is now lying in about ten fathoms of water.

HONG KONG.

Our advices by the present mail extend to the 8th August; the P. and O. mail from London June 26 was received on the 3rd August. We take the following items of news from the *Hong Kong Daily Press:*—

A rather novel and exciting scene occurred at the Canton steamboat wharf. As usual, when the Canton steamer arrived, the fish-lan's cargo-boat went alongside before the steamer was moored, and a great quantity of very large Canton fish were shot through a net into it, all alive from the fresh water ponds up the river, when the steamer, to get into her proper berth and clear some cargo-boats which obstructed the fairway, gave two or three sudden turns of her paddle wheels, the commotion from which caught the bottom of the boat full of live fish, and completely capsized her, thus turning hundreds of fresh water fish into the salt water. A stampede then ensued, those Chinese who could swim at once plunging in, and in a minute a couple of hundred of Chinese were diving for the fish, who were struggling to get out of the salt water—an unnatural element to them. Every description of boat swarmed to the scene also in chase after them. The excitement did not end here, for after all or nearly all the fish had been re-caught, some swimming races were contested by the divers, to prove their right to fish caught in cases when two or three had arrived on the scene at the capture of one.

We understand that an addition to the various improvements which have of late been made in the Public Gardens is in contemplation, in the form of an aviary. This, when completed, will no doubt form an interesting and instructive feature, as many curious specimens of birds can be obtained in these parts with little trouble.

The Russian Government has given orders to the general commanding the Cossack army in Siberia to found a Russian colony on the Chinese frontier south of Semipalatinsk, in the course of this summer, by assigning that place as a habitation to fifty Cossack families. If possible the new colony is to be peopled with volunteer settlers. Supposing, however, a sufficient contingent of volunteers not to be forthcoming the requisite number of families is to be told off by lot.

SUPREME COURT.—AUG. 4.

Before the Hon. Chief Justice (Sir JOHN SMALE) and Mr. Justice SNOWDEN.

KRESSER AND OTHERS V. JARDINE AND OTHERS.

Mr. Justice Snowden delivered the following judgment of their lordships in the above case:—

"The plaintiffs in this bill are the trustees of the firm of Dent and Co., under a deed of assignment made May 8, 1868. The defendants are Messrs. Jardine, Matheson, and Co., represented by Mr. Whittal, as their managing partner, in Hong Kong. The defendants and the firm of Dent and Co. were in the years 1865, 1866, and 1867 co-partners and shareholders with other persons in two companies formed for the purpose of marine insurance—the Canton and Triton Insurance Companies. The former was conducted at Hong Kong by Jardine, Matheson and Co., Mr. Whittal being the general manager; the latter was conducted in Calcutta by Messrs. Jardine, Skinner and Co., for whom Mr. Whittal was the special agent at Hong Kong, to receive and divide the profits divisable amongst the shareholders. These companies were formed as companies for one year only, so that in fact there were three companies. Each company was wound up at the end of the year, the accounts were taken, a balance struck, and the amount payable to each shareholder in respect of his share of the profits in the partnership for each year ascertained. This having been done, it became the defendants' duty, as managers of the Canton, or as such special agents for the Triton Company, to pay to each shareholder in Hong Kong his ascertained share of the profits. The profits and dividends for the years 1865, 1866, and 1867 were received by the defendants, who claim to retain a part of the profit due to Dent and Company before the making of the deed, as having been equitably assigned to them as a security for money advanced, or on the ground that it became a mutual debt within the meaning of Section 125 of the Bankruptcy Ordinance No. 4 of 1865, which they have a right to set off against a debt due to their firm from Dent and Company. The plaintiffs pray that under the circumstances it may be declared that there was not an equitable assignment of this fund, or that the defendants may not be allowed to retain it under the Mutual Credit Clause of the Bankruptcy Ordinance No 5 of 1864, Section 125. It would seem from Field *v.* Megan, Law Report 4 C.P., p. 680, and other cases, that there must be either verbally or in writing a distinct unequivocal engagement that a particular fund shall be made iable for a particular debt, it may possibly be doubted whether, although there was an agreement that these shares should be with other property liable to secure the debt, such an agreement constituted an equitable assignment absolutely pledging the shares to secure this debt. We do not entirely concur in opinion on this point, nor indeed is it necessary to come to a concluded decision upon it. Next comes the question was there between the parties what are described as mutual credits or mutual debts. The fact that the debt was in existence as soon as the money reached Mr. Whittal's hand, and that there was not merely a credit in existence between the parties ultimately to become a debt, simplifies the matter, and relieves us from the necessity of referring to recent leading cases on the subject of mutual credits, namely, Young *v.* the Bank of Bengal, Moore, P.C. 750; Navraowge *v.* the Chartered Bank of India, 3 Law Report C.P. 444; or Astley *v.* Gurney, reported in 4 Law Report C.P. 714. Nor is any question raised in this petition as to when, with reference to the deed of assignment, these m oneys were received; or when notice of an Act of Bankruptcy reached the defendants. We have only to decide whether these dividends and profits of the Canton and Triton Insurance Companies formed a debt in the hands of Messrs. Jardine, Matheson, and Co., which they were entitled to set off against the balance of £90,000 due to that firm from Dent and Co., and we are of opinion that they were. We have considered the question of costs carefully, and think that had there been clear proof of an equitable as-

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signment, and an equitable assignment only, it would be hard on the plaintiffs to saddle them with the expenses of this suit, that being the view in accordance with the decision of Sir J. Stuart in Gurnell *v.* Gardner, Jurist. p. 220, because they would rely naturally on Mr. Dent's recollection, and he was unable to call to mind anything of the kind. As, however, we find that this was a mutual debt, which they ought to have known, Messrs. Jardine would be entitled to set off against the deficiency on the advance. We have come to the conclusion that the defendants are entitled to their costs in defending this suit.

PHILIPPINES.

MANILA.

The *Diario de Manila*, after stating that the steamers of the new China Australian line are to touch at Manila on their voyages to and from Australia, and that commercial relations have for many years existed between Sydney, Melbourne and Adelaide, and the Philippines, thus describes their nature :—

"The great refineries established in Australia, which are amongst the first in the world, prepare considerable quantities of sugar from raw material derived from this country. Manila cigars were also much esteemed there, although their consumption has, we are informed, become less since those of the class called second Havannas have been made of less weight than formerly ; now, that country is an excellent market for cigars of other kinds. Besides sugar and cigars, our hemp, and other produce are sold to advantage in Australia. From that country there have been imported hither, several times, small quantities or wheat and flour of very superior quality."

The *Diario* further says that when these steamers touch at Manila, the long standing commercial relations between that port and Australia will be strengthened and extended, and also expresses the hope that these vessels may be warmly welcome, and meet with every facility at Manila.

Six capitalists at Manila have formed a company to work the coal mines of the province of Albay, belonging to a person well known in these islands. We understand that the capital embarked to make a beginning with the work amounts to $60,000. We are very glad to publish this news because of the great end in view, namely, that of turning to account one of the great sources of wealth of this archipelago in order to avoid having to import from abroad what it has in abundance and of excellent quality. We congratulate the parties who have set the undertaking on foot, and also those who have taken it in hand by making the spirit of association a reality.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 17th August ; no later mail from London had been received.

The *Straits Times* of 14th August has an article on the "Malayan Tin Mining Company," and Mr. R. B. Read, in a letter the following day, says :—

The civilising effect of the company will soon benefit the place, and cannot, as you seem to imagine, weaken the hands of Government ; it must strengthen them, and very materially. Why, then, the delay that you counsel ? Salangore is miserably poor and languishing, and here is a company ready to work the quantity of tin now lying useless. It will introduce hundreds of industrious Chinese labourers under intelligent European supervisors, and must ultimately tend to increase the general commerce between Singapore and the peninsula. Why, therefore, delay when so much good can be done ? I can only hope —and I think every reasonable man, free from prejudice and jealousy, must do so likewise—that the company will commence working as soon as possible.

The following has been made public in the Straits :—

Sir,—I transmit to you copies of rules respecting the acceptance by public officers of presents from native chiefs and others, which will be inserted in the Colonial Regulations. They correspond in substance with those which are laid down and acted upon in India.

It is desirable that full publicity should be given to these rules, and that where applicable they should be systematically enforced.—I have, &c., (Signed) CARNARVON.

The Officer Administering the Government
of the Straits Settlements.

PRESENTS.—CHAPTER XVII.

421—1. Governors, Lieutenant-governors, and other servants of the Crown in a colony are prohibited from receiving presents offered for their personal acceptance by kings, chiefs, or other members of the native population, in or neighbouring to such colony.

422—2. When such presents cannot be absolutely refused without giving offence, they are to be delivered up to the Government. To this rule there can be no exception unless with the express sanction of the Secretary of State.

423—3. When presents are exchanged between Governors or other officers acting on behalf of the Colonial Government in ceremonial intercourse with native chiefs, rulers, or others, the presents received must be credited to the Government, and such return presents as may be sanctioned by the Secretary of State will be given at the Government expense.

The *Government Gazette* announces that Mr. H. D. Dent assumed charge of his duties as Superintendent of Prisons on the 6th August.

The average note circulation of the local banks during July was :—Oriental Bank, $273,000 ; Chartered Bank of India, Australia, and China, $622,475 ; Chartered Mercantile Bank of India, London, and China, $466,880.

A fatal accident occurred at the Patent Slip and Dock Company's Dock. The steamer *Fair Penang* is undergoing repair there, and while the master of the vessel was crossing the gangway plank connecting the vessel with the shore it slipped, and he and others on the gangway were precipitated from a height of about twenty feet into the bottom of the dock. The captain almost miraculously escaped with a sprained ancle and a few bruises, but a Chinese workman was instantly killed, his skull being fractured.

The *Sarawak Gazette* on the subject of labour says :—The Batang Lupars are also very wealthy, owing to their perseverance in collecting jungle produce ; they have also lately shown their willingness to work by offering their services to the engineer engaged in opening out the Lingga coal field. The labour of road making, clearing and carrying the sample 300 tons of coal through the jungle has been performed by them in a manner most satisfactory, and at contract prices considerably under that asked by either Chinese, Boyans, or Malays.

Commercial Report.

(For dates see first page.)

EXPORTS.

TEA.

YOKOHAMA.—During the first portion of the interval the market had remained quiet, owing probably to the unsatisfactory advices received from New York, but further heavy arrivals coming forward native dealers showed more disposition to meet the views of buyers, the result being a concession of $2 to 3 per picul on all grades. This led to an active resumption of business, and settlements of no less than 12,000 piculs during the fortnight, at about a basis of $35 to 37 per picul for strict Good Medium. A few of the common qualities had come to hand, but choice Teas remained scarce. The P.M.S.S. *Colorado* left on the 19th July with 266,163 lbs. for New York, 21,674 lbs. for San Francisco, and 29,250 lbs. for other ports. The following vessels had also sailed for New York :—S.S. *Pleiades* on the 21st, with 319,426 lbs.; s.s. *Bengal* on the 23rd, with 275,693 lbs.; and ship *S. G. Reid* on the 28th, with 505,941 lbs. from this port. Quotations :—Common, $25 to 27 per picul ; Good Common, $28 to 30 ; Medium, $31 to 33 ; Good Medium, $35 to 37 ; Fine, $38 to 41 ; Finest, $44 to 48 per picul. Export from 1st May to date, 4,542,506 lbs., against 2,508,316 lbs. to corresponding date last season.

HANKOW.—Messrs. Drysdale, Ringer, and Co.'s Report says :—Arrivals for the week have been about 30,000 chests, nearly the whole of which have been forwarded direct to Shanghai. Settlements amount to 1,728 chests and 5,104 half-chests, particulars of same being :—688 chests 2,442 half-chests 200 boxes at 1s. 4¼d. to 1s. 5¾d. per lb. ; 1,040 chests 2,662 half-chests at 1s. 1¼d. to 1s. 4d. There is no decline in prices to notice. Latest advices from Shanghai report lower rates, and Teamen have made a show of reducing prices here, but the quality of the leaf on offer considered, we are unable to report any decline. Sales, such as they are, are Cheong-sow-kai Tea, Tls. 19½ to 22½ ; Oonfar, Tls. 20 to 22 ; Soong-yong, Tls. 20 to 21½ ; Toong-shan, Tls. 19½ to 21½ ; Nip-car-see and Lee-ling, Tls. 17 to 17½, and mixed Shuntam leaf, Tls. 15 to 15½ per picul. Customs export to July 27 :—Hankow Tea, 39,953,348 lbs., against 41,377,525 lbs. last year ; re-export Kiukiang Tea, 8,306,798 lbs., against 7,247,771 lbs. ; total, 48,260,146 lbs., against 48,625,296 lbs. Taking Customs figures, which are the most reliable guide, there will apparently be very little difference in our first and second crop as compared with last year. Third crop leaf will probably be arriving during the next week, and this by all accounts is likely to prove of more than average quality. Prices are high up country, and if they rule the same here or in Shanghai there is not likely to be any falling off in our total export for the season. From Kiukiang the export is about a million in excess of last year, or 14,511,000 lbs., against 13,575,000 lbs.

SHANGHAI.—Black : There had been a large business during the week and the quotations of last mail had, as a rule, been fully maintained. Arrivals, though considerable, had not equalled the settlements, and the stock had been a little reduced. It will be noticed that the figures of export compared favourably with those of last season. Settlements, 28,347 chests ; stock, 37,000 ; prices paid :—Oopacks, &c., Tls. 21 to 27; Oonams and Oonfaas, Tls. 17 to 26 ; Hohows and Ningchows, Tls. 19 to 36. Green : There had been only a moderate demand for Pingsueys at about former rates, some common ones being again cheaper. Several chops of new Teenkais had been shown, and a few settlements made at Tls. 40 to 47. The higher priced chops were about Tls. 3 dearer than at the beginning of last season. Fychow and Taiping kinds had sold to a small extent at Tls. 34 to 36. Settlements :—Fychows and Teenkai, 2,167 half-chests at Tls. 34 to 47 ; Pingsueys, 9,049 half-chests, at Tls. 29 to 43 ; Shanghai packed, 1,052 half-chests at Tls. 30 to 42 ; total, 12,268 half-chests. Export to Great Britain to date (lost cargoes not included) :—

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	1874-1875.		1873-1874.
Black	36,031,516 lbs.	against	38,131,376 lbs.
Green	1,298,136 „	„	2,144,990 „
	37,329,652		40,276,366

FOOCHOW.—Messrs. Westall, Galton and Co.'s Weekly Letter says :—A steady business has continued during the week, and although purchases fall short by some 5,000 chests of the former one, rates have been fully maintained in all grades. Buying has been general, and a great portion of the settlements have been taken for the Colonies, whilst small purchases have been made for the Continent. Arrivals and settlements for the week are :—Congou : arrivals 28,900 chests, settlements 32,996 chests ; Souchong : arrivals 1,270 chests, settlements 2,175 chests ; Oolong : arrivals 7,520 ½-chests, settlements 1,082 ½-chests ; Flowery Pekoe : arrivals 200 chests, settlements 225 chests ; Scented Teas : arrivals 4,700 boxes, settlements 624 boxes. Congou : Buying has continued on much the same scale as last quoted ; with one exception, in common to good common, a decided rise has taken place, and this grade now shows fully Tl. 1 per picul worse value than it did a week since. Broken leaf and low descriptions have been freely operated in, chiefly for the Colonies. The second crop Teas continue to show inferiority over last season's. Souchongs have been freely taken at previous rates ; the choice parcels have now nearly all been cleared off. Oolong : A line of 7 chops has been settled at Tls. 23 short, the purchase showing a marked rise upon last quotations. Flowery Pekoe : The small quantity settled is destined for the Continent. Scented Teas continue to be freely dealt in ; a slight reduction is at times noticeable, but prices as a rule continue full. The export to Great Britain, the Continent of Europe, and the Cape of Good Hope is 24,889,552 lbs., against 20,058,422 lbs. To America, 154,936 lbs., against nil. To the Colonies, 6,921,594 lbs., against 7,514,737 lbs.

SILK.

YOKOHAMA.—There had been a dragging market during the fortnight. Buying had been very irregular and confined to a few, and dealers for the most part had been reluctant sellers. An advance had been paid for a few parcels of better quality ; for the bulk, prices had ruled about as before. A little had been done in old Taysaam sorts. Settlements, from 1st July to date, 400 bales, against corresponding period, season 1873–74, 1,100 bales ; ditto 1872–73, 2,100 bales ; ditto 1871–72, 1,300 bales ; stock, 250 bales new, and 300 bales old.

SHANGHAI.—During the week fully 2,000 bales had been purchased, chiefly for Continental orders, at prices showing little or no change as compared with last quotations. Total settlements since 1st June, 20,500 bales. The following were some of the reported purchases :—Yah Kee, Chop No. 2, Tls. 410 ; Tso Ping's Chick, No. 3 and 3½, Tls. 397½ and 375 ; Dragon, No. 3½, Tls. 350 ; Gold Lion, No. 1, Tls. 365 ; Clouded Dragon, No. 4, Tls. 340 ; Kukee's Chin Jan and Kin Hock, Tls. 342½ and 312½ ; Beautiful Woman, No. 2, Tls. 320 ; Buffalo, No. 2, Tls. 320 ; Double Phœnix Ting-foong, Tls. 320 ; Mow-foong Elephant, Tls. 307½ ; Market, No. 4 Tsatlees, Tls. 300 to 320 ; Common, No. 4 Tsatlees, Tls. 235 to 250 ; Tsing-changkee's Vung Yuen, Tls. 280 ; Market and Common Kahing Taysaams, Tls. 215 to 260 ; Tiki and Coarse Taysaams, Tls. 215 to 270 ; Sewhings (Long reel Taysaams), Tls. 210 to 230 ; Hangchow Tsatlees, Tls. 240 to 270 ; Laeyangs (skeins), Market classes, Tls. 200 to 215 ; Market re-reeled Hainings, Tls. 320 to 400 ; Han-quong-shing's re-reeled Hainings, Tls. 417½ ; Market re-reeled Tsatlees, Tls. 295 to 350 per picul. For Koo-fong-sing's chop 3 Tsatlees Tls. 400 per picul were asked, for Blue Elephant Tls. 315 per picul, and for Red Peacock Tls. 305 per picul—but as there was great anxiety on the part of holders of all classes of silk to realise, lower rates than these would doubtless be accepted. Arrivals had continued on a liberal scale, and the unsold stock had increased to 16,000 bales. A fair demand existed for the American market. About 50 bales chop Tsatlees Nos. 1 and 2, and about 200 bales of re-reeled Hainings and Tsatlees (market grades chiefly) had been purchased. Prices paid showed little change, although silk was eagerly pressed for sale by the Chinese.

CARGOES OF TEA AFLOAT.

Sailing Date.	Name.	From	Cargo—lbs.
June 6	Ada	Hankow	988,129
„ 16	Cutty Sark	„	1,270,651
July 8	Lammermuir	Shanghai	1,340,000
„ 17	Thermopylae	„	1,200,000
„ 22	Glamis Castle (str.)	„	2,000,000
„ 25	James Sheperd	„	1,000,000
„ 26	Malwa (str.)	„	1,000,000
Aug. 7	Priam (str.)	„	1,700,000
„ 8	Killarney (str.)	„	1,000,000
„ 9	Teheran (str.)	„	1,200,000
„ 18	Kaisow	„	1,100,000
„ 22	Lothair	„	1,300,000
„ 22	Leucadia	„	1,400,000
„ 22	Wylo	„	1,300,000
„ 23	Glenroy (str.)	„	2,000,000
Sept. 6	Mirzapore (str.)	„	2,000,000
July 22	Cheops (str.)	Foochow	1,600,000
„ 28	Ascalon	„	1,000,000
„ 28	Sir Lancelot	„	1,200,000
„ 28	Dartmouth	„	900,000
Aug. 6	Cassandra (str.)	„	1,500,000
„ 6	Norman Court	„	1,100,000
„ 6	Forward Ho !	„	1,400,000
July 3	Deerhound	Canton	657,684
Aug. 13	Egeria (str.)	„	1,000,000
„ 13	Montgomeryshire (str.)	„	1,200,000
„ 22	Faith	„	700,000
„ 22	Golden Spur	„	900,000
„ 29	Pekin (str.)	„	1,000,000

EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales and Cases.
From June 1, 1874, to July 31, 1874	38346326	24383389	182622	7883804	70755141	11456
From June 1, 1873, to July 31, 1873	35742815	16633573	—	6735077	59111465	7824

Shipments since last report, and included in above total :—

June 23	per Japan (str.)	From Shanghai	356,251	
— 27	... Canton (str.)*	... Foochow, &c.	1,830,507	
— 28	... Crocus (str.)	... Foochow	2,285,981	
July 3	... Deerhound	... Canton	657,684	
— 4	... Venetia (str.)	... Shanghai, &c.	775,294	
— 6	... Sarpedon (str.)	... Do.	1,636,518	
— 7	... Menelaus (str.)	... Shanghai	929,017	
— 8	... Lammermuir	... Do.	1,340,857	
— 11	... Peiho (str.)	... Shanghai, &c.	366,350	
— 11	... Cathay (str.)	... Do.	924,027	1,925
— 14	... Thermopylæ	... Do.	1,315,825	
— 14	... Menelaus (str.)	... Foochow, &c.	1,010,245	
— 15	... Orion (str.)	... Do.	2,202,590	
— 16	... Dartmouth	... Shanghai	1,241,848	
— 17	... Sir Lancelot	... Do.	1,149,957	
— 18	... Glenlyon (str.)	... Hankow	1,294,761	
	D.	... Shanghai	1,039,506	
— 18	... Ajax (str.)	... Shanghai, &c.	1,694,917	223
... 22	... Cheops (str.)	... Foochow	1,751,857	
— 24	... Ascalon	... Shanghai	1,234,143	
— 25	... Donnai (str.)	... Canton	77,905	1,925

* Lost in the Min.

TO THE CONTINENT.

		Bales.
From June 1, 1874, to July 31, 1874	3816393	5718
Do. do. 1873, to July 31, 1873	4054290	3020

Shipments since last report, and included in above total :—

July 11	per Peiho (str.)	From Shanghai	8,624	
— 17	... Tchihatchoff (str.)	... Hankow	1,354,327	
— 18	... Cathay (str.)	... Shanghai	7,269	
— 19	... Ajax (str.)	... Do.	—	1,100
— 25	... Donnai (str.)	... Shanghai, &c.	104,200	1,370

TO UNITED STATES OF AMERICA.

		Bls. & Cases.
From June 1, 1874, to July 31, 1874	6088002	541
Do. do. 1873, to July 31, 1873	2457925	776

Shipments since last report, and included in above total :—

June 20	per China (str.)	From Yokohama	494,973	
— 22	... P.M.Str.	... Shanghai	—	203
— 23	... Granada (str.)	... Yokohama	337,376	
— 26	... Vasco de Gama (str.)	... Do.	547,067	
— 27	... Venetia (str.)	... Shanghai	8,423	
	Do.	... Amoy	33,624	
July 2	... P.M.Str.	... Shanghai	356,631	
— 7	... Do.	... Do.	1,160	
— 8	... Altona (str.)	... Yokohama	519,799	
— 11	... Colorado (str.)	... Canton	88,454	
— 14	... Kate Carnie	... Do.	14,000	
— 18	... Cathay (str.)	... Amoy	11,720	
— 18	... Ajax (str.)	... Shanghai	167,501	
— 22	... Golden Age (str.)	... Do.	590,181	153
— 25	... Japan	... Canton, &c.	354,831	

TO AUSTRALIA.

From June 1, 1874, to July 31, 1874	5,959,405
Do. do. 1873, to July 31, 1873	6,878,784

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2¼d.	4s. 2½d.	4s. 2¾d.
Shanghai „	5s. 8¾d.	5s. 9¼d.	5s. 9⅝d.
Canton „ ... / Hong Kong „ ... / Macao „ ...	4s. 2¼d.	4s. 2½d.	4s. 2¾d.
Singapore „	4s. 2¼d.	4s. 2½d.	4s. 2¾d.
Manila „	4s. 0½d. to 4s. 1d.	4s. 0¾d. to 4s. 1¼d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 307	224½
„ Hong Kong	27 to 27½ dis.	—
Bar silver	Tls. 111.2.5	9½ prem.
Mexican dollars	„ 73.4.7	¼ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 9 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 38 per cent. discount.
China Traders' Insurance Company, $700 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 8 per cent. premium
Hong Kong Fire Insurance Company, $317½ prem.
Union Insurance Society (new shares) $60 premium.
China and Japan Marine Insurance Company, Tls. 92½ per share.
China Fire Insurance Company, $28 premium.
Victoria Fire Insurance Company, $19 premium
Indo-Chinese Sugar Company, 9½ per cent. dis.
Shanghai Steam Navigation Company, Tls. 84 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 8¾d., at Hong Kong 4s. 1¾d., at Batavia F.11.77½, at Singapore 4s. 2d.

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Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, July 30, Eliza Shaw; Sept. 16, Paris (str.); from Liverpool, 24, Priam (str.).

At HONG KONG and CANTON.—From Cardiff, Aug. 6, Morning Light; from London, Sept. 17, Sir Harry Parkes.

At MANILA.—From Leith, July 28, Mactau (str.); from Hamburg, 29, Coquette.

At SINGAPORE.—From Liverpool, Aug. 13, Bertie; 14, Cameo; Sept. 15, Emiliano (str.); 17, Ulysses (str.); from London, 17, Western Chief.

DEPARTURES.

From YOKOHAMA.—For New York, July 21, Pleiades (str.); 23, Bengal (str.); 28, S. G. Reid.

From SHANGHAI.—For London, July 26, James Shepherd.

From FOOCHOW.—For London, July 26, Norman Court; 30, Cassandra (str.).

From HONG KONG and CANTON.—For London, Aug. 7, Priam (str.).

From MANILA.—For Channel, f.o., July 24, Freja (str.), for Barcelona; for New York, 19, Helena.

From SINGAPORE.—For London, Aug. 14, Meteor.

VESSELS PASSED STRAITS OF SUNDA.

Aug. 5, Merse, Manila to London.

FREIGHTS BY TELEGRAM.

At SHANGHAI.—To London, 70s. by steamer; to New York, 70s. by sailing vessel.

At FOOCHOW.—To London, 70s. by sailing vessel, 60s. by steamer; to New York, 80s. to 90s.

At HONG KONG and CANTON.—To London, 60s. by steamer.

LATEST TELEGRAMS.

THE FORMOSA OCCUPATION.

SHANGHAI, SEPT. 17.—Contrary to the rumours that have been current, the difficulty between China and Japan, created by the Japanese expedition to Formosa, is still unsettled.

THE CABLE TO YESSO.

YOKOHAMA, SEPT. 16.—The Great Northern Telegraph Company yesterday completed the laying of the Government cable between Nipon and Yesso.

KASHGAR AND CHINA.

(THE TIMES CORRESPONDENT.)

BERLIN, SEPT. 13.—Kuli Beg, the son of Yakoob, the Ameer of Kashgar, after his victory over the Chinese, occupied the towns of Urumtched and Manasse, north of the Gelesna Ridge and east of the Russian Province of Kuldja, which is thus relieved from the threatened danger of a Chinese attack. The conquered towns being about 250 miles east from the extreme limits of the Kashgar territory, it follows that the intervening district is practically, if not absolutely, under the sway of Yakoob, whose dominion has thus been very considerably increased. The date of the collision is unknown.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BURKILL—On the 29th July, at Shanghai, the wife of A. R. Burkill, of a son.

FORDE—On the 13th Sept., at Wimbledon, Surrey, the wife of Henry C. Forde, of a daughter.

GOTT—On the 12th Sept., at the Vicarage, Leeds, Mrs. John Gott, of a son.

GOWER—On the 6th Sept., at Villa Trevi, West Dulwich, the wife of S. J. Gower, late of China, of a son.

KIRCHSTEIN—On the 24th July, at Chefoo, Mrs. L. Kirchstein, of a son.

WATSON—On the 14th July, at Swatow, the wife of W. Watson, of I.M. Customs, of a daughter.

MARRIAGES.

CALICE—CASTELLAIN.—On the 10th Sept., at St. Mary's, Grassendale, by the Rev. John Evans, Vicar, and the Rev. Charles Parnell, Vicar of St. Margaret's, Liverpool, Henry Joseph Aloysius, Baron Calice, of Bucharest, Minister Resident in the Imperial Austro-Hungarian Service, K.C.I.C., &c., to Maria Louisa, only daughter of Alfred Castellain, J.P., of Aigburth, Lancashire

ROTHMUND—HARRIS.—On the 29th July, at the German Legation, Yedo, and by the Rev. E. W. Syle, at the Episcopal Church, Yokohama, Edward Rothmund, of Hamburg, to Maria Searle, daughter of the late Joseph Harris, of London.

WARREN—ATKINS.—On the 12th Sept., at Queenstown Church, by the Rev. John D. Penrose, uncle of the bride, assisted by the Rev. M. C. Collis, D.D., Rector of the parish, Commander J. B. Warren, R.N., second son of the late Sir John B. Warren, Bart., of Warren's Court, County Cork, to Mary St. Leger, second daughter of the late Major St. Leger Atkins, Water Park, County Cork.

DEATHS.

BLUMBERG—On the 25th July, at Yokohama, Henry J. Blumberg, late lieutenant 5th Dragoon Guards.

GARDNER—On the 17th July, washed overboard with six of the crew of H.M.S. *Kestrel*, from the wrecked steamer *Lapiek*, at Formosa, China, Lieut. Charles Gardner, R.N., youngest son of Francis G. Gardner, of Longton-grove, Sydenham, aged 26.

HABER—On the 11th Aug., killed at Hakodadi, Japan, Consul Ludwig Haber, aged 31 years.

HEDGES—On the 11th Sept., at Finchley-road, St. John's-wood, Emma Honor, wife of J. R. Hedges, of Colombo, Ceylon, and Fairmile-park, Cobham, Surrey, aged 30.

JONES—On the 10th Sept., at Shanghai, China, Julia Anne, the beloved wife of James Jones, of the Imperial Maritime Customs, aged 25 years.

LUND—On the 23rd July, at Bangkok, Siam, Jacob Wilhelm Lund, Master of the Siam bark *Dudu*, aged 46½ years.

POWER—On the 12th Sept., at Ventnor, aged 50 years, Frances Sarah Jane Power, widow of the late Julius Charles Power (formerly of Hong Kong).

SARGENT—On the 12th Sept., at Oxford, Florence, infant daughter of Col. Sargent, C.B., Commanding Brigade Depot.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Sept. 16, at Falmouth, from Rangoon, Nostre Padre; 17, Annie Lorway; from Bassein, Zehlima; from Rangoon, Elise and Mathilde; off Falmouth, Zouave; 16, at Liverpool, from Bassein, Wimbledon; 17, Botanist, Chrysolite; from Rangoon, Baccus; 13, at Bremerhaven, from Rangoon, Francis B. Fay; at New York, from Singapore, Codan; 18, at London, from Akyab, Lady Octavia; Emily Agusta; 17, off Dungeness, from Akyab, Hankin Haakensen; at Falmouth, from Rangoon, Etta; 18, Amicizia Savona; from Akyab, Dolen; at Liverpool, from Singapore, Kedron; from Rangoon, Albertine; Pontiac; off Queenstown, from Bassein, Belpore.

DEPARTURES.—Sept. 18, from London, for Singapore, Java, &c., Banca (str.); for Singapore, China, &c., Nankin (str.); 16, from Cardiff, for Singapore, Deutchland; from Newcastle, for Penang, Ella Beatrice; 18, from Liverpool, for Yokohama and Hiogo, Mora.

SPOKEN.—Caroline (barq.), Colombo to London, Aug. 23, 27 N., 39 W., 82 days out.

MISCELLANEOUS.—The Montgomeryshire (str.), from Foochow to London, proceeded from Port Said Sept. 16, after having been detained three days in quarantine; Glamis Castle (str.), Shanghai to London, in Suez Canal, Sept. 19.

The question of deviation of voyage has again been called up by the steamer *Canton* having called in at Foochow, after signing bills of lading in Shanghai for London, without any reference to calling at Foochow to fill up. The loss of this vessel and cargo in the river Min will be remembered by our readers as a most disastrous loss, and one that underwriters would in all probability have escaped had she proceeded on her voyage from Shanghai. At any rate they should not be called on to pay losses for which they have not been paid proper premiums. The rate for calling at Foochow would, we presume, have been 10s. extra. It is high time some resistance was offered against the payment of such claims.

The 77th Regiment, stationed at Chatham, has been ordered to supply a reinforcement of 140 non-commissioned officers and men for the 57th Regiment, which is serving in Ceylon. The detachment is to leave England about the end of next month.

MR. JAMES ALLAN.—It is with regret we have to announce the death of Mr. James Allan, the Senior Managing Director of the P. and O. Company. Associated with Mr. Wilcox and Mr. Anderson in the steam companies which led to the establishment of the P. and O. Company in 1840, the deceased was appointed its first secretary. In 1848 he proceeded to Calcutta to put the agency on a better footing, and on his return was appointed Managing Director, which post he continued to fill until his death, which occurred on the 15th inst., at Campshill House, Lewisham. The kindness of his disposition and general benevolence had endeared him to a large circle of friends, who will mourn his loss. His remains buried on the 19th inst., at the new Lee Cemetery. Mr. Allan was in his sixty-fourth year, and leaves a widow, two sons, and two daughters.

THE Circular of Mr. Sam Mendel of the 18th says:—Since Tuesday the Manchester market has steadily maintained the improved tone then noted, though there has been no absolute increase of business, owing to the divergence between the views of buyers and sellers, the latter basing their demands on the greater activity in, and upward tendency of prices of Cotton, but the former finding no encouragement in foreign advices to enter into operations at any advance on late rates. To-day the firmer feeling has become more marked, and prices more decidedly against buyers in the transactions that have taken place.

TRIAL TRIP.—On the 14th inst. the steamer *Normanby* went on trial between the Cloch and Cumbrae lights, and in spite of the heavy gale attained a speed of thirteen knots. The *Normanby* was built and engined by Messrs. Henderson, Coulburn, and Co., for the Eastern and Australian Mail Steam Company, for their new line from Singapore to Australia, *via* Torres Straits, and is a sister ship to the *Somerset*. These steamers are 1,000 tons register, and are fitted with the builders' compound engines of 180-horse power, nominal. The London agents are Messrs. MacTaggart, Tidman, and Co.

THE Messageries Maritimes steamer *Meikong*, with the present inward French mails, arrived at Marseilles on the 15th inst., at 5.0 P.M. She brought seventy-eight passengers and a general cargo, including 657 bales of silk, 17,420 packages of tea, 220 bales of cotton, and 1,058 packages of sundries for London, which part of her cargo will be forwarded to its destination per Company's steamer *Indus*, due in London on or about the 28th inst.

THE Pacific Mail Company's new steamer, the *City of Pekin*, is anchored off Boston, and has been visited by the Municipal officers and a large number of people. The vessel was gaily decorated and a lunch prepared on board. The *City of Pekin* will shortly make a further test of her speed previous to proceeding to the San Francisco and China line.

ADVICES received from San Francisco state that the Supreme Court has decided that the State law which regulates immigration is constitutional, and that therefore the twenty-three Chinese women brought there in the *Japan* must be returned to China.

THE China Trans-Pacific Steamship Company's steamer *Vasco de Gama* arrived at Yokohama from Hong Kong on 10th inst., and sailed for San Francisco 12th inst.

THE Japanese Legation will remove to 9, Kensington Park-gardens on the 1st proximo.

CAPTAIN MCNABB has been succeeded in the command of the *Nankin* by Capt. M. Brace.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the Addresses of all Persons connected with the FAR EAST, and reference can be made to the same by personal application at the Office or by letter

Any Information required by Subscribers in reference to Commercial or genera matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The "LONDON AND CHINA EXPRESS" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published Weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

The London & China Telegraph.

LONDON: MONDAY, SEPT. 21, 1874.

THE INTERNATIONAL CONGRESS OF ORIENTALISTS.

IT is one of the characteristics of this age that the bonds of society throughout the leading Western nations are becoming more closely united by international friendly associations, in their political, scientific, and social spheres, where questions at issue may be amicably discussed and settled. There is no necessity to enumerate these, but we may especially refer to the British Association for the Advancement of Science as the parent of many similar and kindred institutions in Europe and America that have been founded since its inauguration. Notwithstanding the comprehensive range of subjects embodied in their annual programmes it has been felt that there was a deficiency in overlooking the important themes of philology, which engross the attention especially of learned Continental *savants*. That omission is now filled in a manner which would have scarcely been calculated on a few years since. It does not consist merely of one or two sections added to existing international associations, but it comes before us as an independent Congress of Orientalists desirous of following in the footsteps of their Occidental *confreres*, and working zealously for their friendly receptions. As a rule the study of languages is dry, and not, generally speaking, of an inviting character. But when these have been dead for ages, and the tablets of their characters have to be exhumed from *debris* of extinct cities in mutilated fragments, with inscriptions that to ordinary persons could scarcely be deciphered in the Roman letter; then the genius of a RAWLINSON, SMITH, or OPPERT, interprets the cuneiform letters, and the dull study of a dead language becomes intensely interesting. Indeed, as Sir HENRY RAWLINSON remarked in his excellent address as President of the Semitic Section, the interpretation of Assyrian by English philologists partook more of the "sensational, rather than "the practical branch of the inquiry, and had thus built "up a superstructure on insecure foundation." Be that as it may, the public at large are indebted to the learned President and other Assyriologists in this country and on the Continent for what they have deciphered regarding the written and spoken language of ancient Nineveh and Sennacherib, which unfolds the history and life of a people that has been obscure for ages. In this sense the study of extinct languages is not dull, and though the interpretations may partake of the "sensational," doubtless these will stimulate new students to aid in the task of decipherment who otherwise would not perceive sufficient interest in the pursuit, or those who have the means to contribute to the outlay in new fields of discovery.

Regarding the transactions of the Turanian Section, which includes the Chinese and Japanese languages, as coming specially within the scope of our Journal, the former was chiefly represented by two of the most learned sinologues from China, the Rev. Mr. EDKINS and the Rev. Dr. LEGGE, with M. LEON DE ROSNY from Paris. Mr. EDKINS had prepared a paper on "The State of the Chinese Language at the time of the Invention of Writing," but, in consequence of the pressure on the section, all papers were taken as read, and the writers to give only a brief oral sketch of their contents. This was done by Mr. EDKINS in a lucid and interesting manner. He supported the statements of the Chinese linguists that the written character was invented between 3,500 and 4,000 years ago. In reply to those who disputed this statement he very logically said that even if that was an exaggeration, yet centuries must be allowed for the primitive characters, which were simply outline drawings, to become mature, so as to form a comprehensive dictionary. All unprejudiced philologists will agree with the learned gentlemen in this view, for it stands to reason that no language, either oral or written, sprung at once into existence as a full fledged tongue. He also gave it as his opinion that at the time of the invention of Chinese writing the oral language accorded with the characters, without the differences in "tones" which distinguish the speech of the Chinese at the present day from the written characters. These tones have arisen from time to time in the colloquial dialects where the people generally had not the genius to form fresh characters for new ideas, and so in altering the sound by elevating or depressing the voice, the vocabularies increased. Mr. EDKINS illustrated some of his views by showing the Chinese characters on a board, as an index to the sound of the words at the time of the invention, also to the nature and extent of the vocabulary then in use.

As to Japanese, it may be said not to have been represented at either of the meetings or in this section, as no paper was read on that language, and the only native of Japan present was the delegate, who took no active part in the proceedings, and did not understand English. It was a very different matter at the Parisian meetings, for disquisitions and discussions on the Japanese language occupied nearly half the time the session was in action, while the MIKADO'S Minister for France, and several other members of the Legation, took an active part in the proceedings, which lasted four *seances* out of the nine. This preponderance given to one language was injudicious, as it exhausted the subject, leaving little or nothing for the London Congress to discuss; and hence we presume the comparative absence of Japanese philology at the Turanian Section. "On the Study of Turanian Languages," however, there were numerous speakers, and a lively discussion ensued, after which Professor HUNFALVY gave an oral *precis* on the subject, which will appear *in extenso* in the transactions of the Congress. The learned Hungarian professor—who spoke in French, intermixed with some English—endeavoured to show that the group of languages classed under "Turanian" was not well founded, and that by the accepted maxim it leads the students into many errors, and that before such a perfect science can be had every comparative study of them must be unavailing. In these views he was supported by several members. In these discussions it may be remarked that they were conducted in the most friendly manner, eliciting at times plaudits of approbation, and occasionally a hearty laugh at some *jeu d'esprit*. Of course, at such meetings, where the leading topic is language in its widest bearings, it may be naturally concluded that the tongues of the members are free to give their pent-up utterances. In this respect our lively friends across the Channel bear away the palm, sometimes taxing the patience of the President and audience in occupying more than their share of the time at the disposal of the meetings. Although our German friends preponderate over the French, yet they sensibly condense their prelections and speeches, which have the advantage of being delivered in English that may be easily understood. Altogether, however, this second International Congress of Orientalists has so far been a great success, and we have no doubt when it terminates on the 19th in the "Feast of Reason and the Flow of Soul" at the hospitable board of the LORD MAYOR, all will disperse satisfied with their reception in London. The introduction of "receptions," which will be found noticed in another column, has been a very happy mixture, and appropriately concluded on the last day with the proverbial English dinner at the Mansion-house. We cannot help expressing our great regret that more time was not arranged for the discussion of the various sections, and that the President did not arrange for more aid. Professor DOUGLAS did all that mortal man could do, but it was utterly impossible for him to cope with the work thrown on him, and the consequence is that we hear of complaints on all sides, but especially from our foreign friends, at the incompleteness of the arrangements made for the Congress. Of hospitality and kindness they speak loudly in praise, but of the business for which they came they feel to have been served with only half a loaf.

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SIAMESE DIAMONDS.

THE controversy between Dr. LITTLE and Mr. ALABASTER, which has attracted the attention of our Straits friends, may be summed up in a few words. Dr. LITTLE asserts that Mr. ALABASTER openly proclaimed in Singapore that an English Governor had taken valuable diamonds from the Siamese King against their owner's will. Mr. ALABASTER denies that he ever told *this* story, or ever made any imputation on the Governor's integrity. But he admits that he did say the Governor had taken presents, and that he, as Acting Consul at Bangkok, had represented the Governor's conduct to the Foreign-office. But what did he complain of? Not, surely, of the mere acceptance of a voluntary gift. It could not have been refused without affront; and no rule of the service even forbade the acceptance, but only the appropriation of a gift instead of sending it to the Treasury. If, indeed, he noticed, or the KING complained of any circumstance of an objectionable nature connected with the transaction, then, indeed, the despatch to the Foreign-office is intelligible enough. That despatch would prove either that Mr. ALABASTER was very simple in complaining about such an everyday affair as the offer and acceptance of a present; or it would prove that in contradicting Dr. LITTLE, as he has done, he omitted the point of the story in his letter to the Foreign-office.

KASHGAR AND CHINA.

A FORTNIGHT ago we endeavoured to place before our readers an intelligible explanation of a somewhat enigmatical telegram from the Berlin correspondent of *The Times* respecting the doings of the Chinese in the extreme north-west of their vast Empire; since then two further telegrams, dated September 10 and 13, have been received from the same source, which, in a great measure, confirm the view we took of the matter. The former of these two telegrams briefly announced the defeat of the Chinese troops by the son of YAKOOB, the Ameer of Kashgar, while the latter concisely describes the subsequent proceedings of the victorious commander. Where KULI BEG defeated his adversaries, we have not been told, but the collision most probably took place a little to the north of the mountain range called the Gelesna Ridge in the latest telegram. The Ameer's son then proceeded to occupy Urumtched (? Urumtsi) and Manasse, which towns are stated to be distant "about 250 miles *east* from the limits of the Kashgar territory." This is manifestly a mistake. In his eastward march of aggression YAKOOB BEG has of late years gradually absorbed the ancient Chinese province of Ili up to Karashar, if indeed his encroachments have not already extended as far as Turfan; some think that he has got even further to the East, but on that point we have no decisive information. Now Urumtsi and Manasse are, roughly speaking, about 150 and 200 miles distant respectively from Karashar in a *northerly* direction, and lie comparatively near the Gelesna Ridge, spoken of before, which, if any dependence can be placed on the latest map, must be looked upon as the extreme limit of the Kashgar territory in that part. This Gelesna Ridge is a portion of the great Tien Shan range, which afterwards skirts the southern boundary of the Kulja province. How the fact of KULI BEG'S having occupied these two towns can be said to throw any material obstacle in the way of the Chinese march on the Kulja province, if indeed they contemplate such a step with a hostile purpose, we do not pretend to understand, for, judging by the map, the road to the Kulja valley seems to be still quite open. The Ameer of KASHGAR has probably, as stated in the telegram, very considerably increased his dominions by his recent successes, but we shrewdly suspect that he has nearly got to the end of his tether, and that a mightier power than his will object to his making any further encroachments on Chinese territory to the north and east of his present positions. How long the Chinese will allow him to remain in undisturbed possession of the territory which he has seized of late years, is a question which time alone can solve; but unless we are much mistaken in our estimate of the purpose of the Chinese in that quarter, we shall hear of another and more serious encounter between them and the Ameer's troops before many weeks have passed. In view of this contingency we would express a hope that the telegrams from Berlin may in future be more intelligible and accurate, for surely this phase of the Central Asian question is sufficiently complicated and obscure without its obscurity being intensified by careless and inaccurate statements. *The Times* correspondent at Berlin evidently writes his telegrams *currente calamo*, without studying the precise geographical position of the places to which he alludes, and many of his readers must be much puzzled to arrive at a clear understanding of the value of the news which he transmits on the subject of which we have been speaking.

WE have received some communications on the subject of our article on the Consular Service in May last, and we find that the impression prevails that we included the whole service in our condemnation, in fact, "tarred them all with one brush." Such was not the case. We desired to call attention to the worthless and incompetent officers in order that steps might be devised by the Foreign-office to prevent the repetition of the scandals which have taken place. Our opinion is that proper precautions are not taken to prevent the rising officers falling into evil ways. A greater discipline is required, and a more direct responsibility on the heads of Consulates.

WE are glad to announce that the case of the seizure of the *Marie Louise* and *Gazelle* by the Spanish man-of-war at Sooloo has been settled, and the owners are indemnified for losses.

THE statement in our last of the probable appointment of a Danish Minister to China is now confirmed. M. RAASLOEFF leaves by the mail of 9th Oct.

THE INTERNATIONAL CONGRESS OF ORIENTALISTS.

This Congress was formally opened on the 14th inst., at the Royal Institution, Albemarle-street, with an inaugural address by the President, Dr. Samuel Birch, Keeper of the Oriental Antiquities in the British Museum, and who had been specially designated as the President of the London Congress at that held in Paris at this time last year, and whose proceedings were reported in our issues of the 5th and 12th Sept., 1873. The Congress was originated by M. Léon de Rosny, Professor at l'Ecole Spéciale des Langues Orientales at Paris, where the first series of meetings took place. When, towards the end of these meetings, the question was agitated as to the country and the capital in which the next Congress should assemble, the vote was given in favour of London, and it was resolved that the presidency should be offered to Dr. Birch. The election of the Council was the first business, and then Dr. Birch spoke as follows:—

This second meeting of the International Congress of Orientalists is an era in the history of such studies. The happy idea of thus bringing together students of Orientalism is due to M. de Rosny, whom we rejoice to see with us to-day. The Congress was founded in Paris last year—a city most appropriate for such a meeting. At the close of the Paris Congress it was voted that the next meeting should be held in London—this great city connected by a thousand ties with the East. Since the election of a President was necessary the nomination to that office fell upon me. I was aware that a President of such a Congress in these days is no merely ornamental officer. My first and most agreeable duty is to acknowledge with gratitude the favour with which the States and Sovereigns of Europe have treated our movement. Their delegates are now present, some from the North, others from the West; and the Far East has sent its representatives to meet them, to enlighten us by the information they bring, to interest us in the objects they exhibit, and to cheer us with their personal acquaintance.

When you visit the Indian Museum and Library you will see that the administration is not indifferent to Oriental learning. The spread of knowledge has begun to popularise such studies. The bond which holds us to our Asiatic Empire, and our vast commerce with all Eastern nations, render an intimate knowledge of Eastern languages, thought, history, and monuments, no mere luxury but a necessity. Orientalists are one family. Students feel that in presence of that family bond all distinctions of race, nationality, and creed vanish. Our century has seen a striking revival of Orientalism, and the discoveries in Mesopotamia, Egypt, India, and Persia have brought again into light, ancient but forgotten monarchies, religions, and tongues, as they existed four thousand years ago. Modern travellers have left no accessible monument uncopied, and immense material is now at the student's disposal—for the first time, a contemporary history of recorded events in these old times. In Egypt only the other day, M. Mariette discovered fresh inscriptions at Karnak recording the conquests of Thothmes III. These enabled him, in a paper just read before the French Academy of Inscriptions, to propose important reforms in our Egyptian geography. Mr. George Smith's diggings at Kowyunjik have brought to light new Assyrian texts; whilst in India, General Cuningham's labours promised very import-

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tant results. Every facility should be given for excavations in the East, especially for such as follow up the hints afforded by monumental information. Dr. Birch then referred to the important question of the translation of Oriental texts into European characters, a reform which he strenuously advocated. He also referred to the problem of the Etruscan language, and to the Rev. Isaac Taylor's late ingenious attempt to solve it. A paper by Mr. Taylor upon the subject would be read before the Congress. The Aryan section will have papers on the Sanskrit and its cognate tongues. The problem of the ancient Lycian language was also mentioned. The president then spoke of the labours awaiting the Hamitic or Egyptian section, and of the immense progress made in that important branch of Orientalism. In like manner he mapped out the respective provinces of the Archæological and Ethnographical Sections. There now only remained to mention the assistance rendered to Oriental studies by the universities and learned societies of Europe, who, in addition to the interest with which they have received memoirs on subjects connected with the East, have many of them sent delegates and representatives to the present Congress. In this country the Royal Asiatic Society has generally encouraged the advance of Oriental learning, especially the Aryan and Turanian sections. The Royal Society of Literature has also, besides Greek and Roman antiquities promoted the study of Egyptian hieroglyphs. The new Society of Biblical Archæology has also, though last, entered with the greatest energy on the route of Semitic and Hamitic languages as well as the archæology of lands connected with the Bible. In order to bring this knowledge before all classes of the public by the publication of the records of the past, and in order to revive the study of Oriental learning, they have proposed a series of lectures of Assyrian and Egyptian philology. The *Journal Asiatique* in France and that of the German Oriental Society in Leipsic are the well-known organs of all Oriental languages in those countries, and the special sections of Egyptian and Assyrian have been well represented in the *Zeitscriptefur Aegyptische Sprache und Alterthumskunde* of Berlin. It is to be hoped that all these exertions will not have been in vain, and that this Congress, demonstrating the growing importance of Oriental studies, will attract fresh inquirers to these studies, and such as will sustain hereafter the brilliant reputation achieved by those now present in the pursuit. Nor can this address be closed without asking you to join with me in an expression of our thanks for the countenance afforded to this Congress and this country by the Governments of Europe—by Germany, Italy, Portugal, Russia, Egypt, and others, whose enlightened rulers have sent from universities and other public institutions representatives to be present on the occasion.

At the conclusion of the President's inaugural discourse Professor Leon de Rosny, the founder of the International Oriental Congress, and Mr. Shunker Punderung, of Bombay, specially deputed by Lord Northbrook to represent India at the Congress, spoke a few words to express on behalf of the foreign members their deep sense of the hospitality they had everywhere met with on English soil.

TUESDAY, 15TH.

Nearly two hundred members of the Congress attended a "reception" at the British Museum. Dr. Birch, the President of the Congress, did the honours of the Department of Oriental Antiquities, of which he is the keeper; and Mr. Le Page Renouf, Professor Jules Oppert, Mr. Basil H. Cooper, and several German professors, readily acted as interpreters of the more important objects. Mr. C. T. Newton gave a more set and lecture-like exposition of the Greek and Roman antiquities in the department of which he is the head; and Professor Douglas and other members of the Council devoted themselves to the entertainment of their guests. This was the first scientific "reception" on the programme of the Congress.

The Semitic Section of the Congress met at the rooms of the Royal Society of Literature, in St. Martin's-place, under the presidency of Sir Henry Rawlinson; but shortly after business began the crowd was so great that an adjournment to the Royal Institution took place.

The President delivered a short introductory address, stating that this section of the Congress was organised to afford opportunity to scholars and students of the linguistic group entitled Semitic, to interchange ideas. The Semitic languages were esteemed for their having been the means of handing down proofs of Divine revelation, and throwing light on the Mosaic dispensation. Most students would probably attach more importance to philological than historical research. He wished to point out the enlarged proportions which Semitic research had assumed, for since the obtaining of Phœnician materials Arabia had yielded a mass of inscriptions which had opened up much knowledge of the ancient languages. Educated Europe had been slow to admit of the genuineness of cuneiform deciphering, and he well remembered the incredulity with which the results of his own Babylonian researches were received in 1849. Biblical students did not care for Semitic cuneiform deciphering as they did for comparison of contemporary languages, and others, of whom Sir Cornewall Lewis was a type, preferred the Greek traditions to what they termed barbarian history. At length, as materials increased, and the results of different inquirers were found to be identical, cuneiform deciphering got a hold on the scientific mind. M. Jules Oppert, of Paris, did much to popularise Assyrian and Babylonian lore and cuneiform research. In England the labours of George Smith, Fox Talbot, and others had thrown great light on Assyrian traditions; but in this country not so much had been effected by Semitic inquiry as had been done on the Continent by French, German, and Swiss savans. While he congratulated Mr. George Smith and his co-labourers in their contributions to Babylonian history, and the traditions of the Assyrian Empire, perhaps more attention had been paid to the sensational than to the practical part of inquiry, and he would advise that greater regard should be shown to the rudiments of their study. Still, a good deal had been achieved in England in the way of cuneiform deciphering, but he would impress on young Semitic scholars to begin with the beginning, and to learn the alphabetical part of languages before they attempted composition. Materials were accumulating, special additions having been made in the last two years by Mr. George Smith's more recent discoveries; and he trusted they would be duly used.

M. Jules Oppert, of Paris, then delivered—in French—an elaborate disquisition on decipherings in Assyria as applicable to the history of ancient nations. He said that he was in the presence of his master, for it was Sir Henry Rawlinson who first taught him to read a cuneiform inscription. He begged to be allowed to deal with the second class of Assyrian inscriptions, which were rather Turanian than Semitic, inasmuch as they related mainly to the Median language. Having dwelt on this, he proceeded to dilate on Assyrian chronology as gathered from decipherings.

A short discussion ensued, in which Professor Schrader, of Jena, and Baron Texter de Ravisa (Algerian delegate) spoke. Several papers were taken as read, and will be recorded in the journals of the Congress, and the section adjourned.

WEDNESDAY, 16TH.

Sir Bartle Frere, President of the Royal Asiatic Society, entertained the members of the Congress of Orientalists at breakfast at his residence, Wressil-lodge, Wimbledon. About 150 members of the Congress availed themselves of the invitation, and were received by Sir Bartle and Miss Frere, Lady Frere being from home. Among those present were Dr. Birch, President of the Congress; M. Léon de Rosny, his Holiness Patriarch of the Nestorian Christians; Mr. Hurrychund Chintamon, Mrs. Chintamon, Henry Brugsch Bey, Mr. Alexander Brugsch, Dr. Lepsius, Dr. R. Lepsius, Dr. G. Ebers, Dr. Schrader, Dr. W. Petsch (Gotha), Colonel J. Miln, M. A. Lacordaire, Dr. A. Umans, the Rev. W. J. Ainslabie, Dr. R. Gosche, Mr. A. Campbell, Dr. Legge, the Rev. J. Edkins, Mr. Alexander J. Ellis, Professor Schuzler, Mr. L. B. Bowring, Mr. Paul Hunfalvy (Pesth), Professor T. Noldske (Strasburg), Mr. Tyssen Amhurst, Professor Weber, Mr. Karl Blind, Professor Windisch, Dr. F. Ruchl (Dorpat), Professor Krehl, Mr. H. C. Fisch (United States), Baron Textor de Ravisi, Mr. R. Cull, Mr. Imamaura Warau (Japan), Baron de Tosson, Professor K. Patkanoff (St. Petersburg), Professor Wahnfield (Gothenburg), Dr. Chwolson (St. Petersburg), Sir Walter Elliot, Mr. Hyde Clarke, Mr. W. S. W. Vaux, Mr. E. W. Brabrook, F.S.A., Mr. Hepworth Dixon, M. Jules Oppert, and Mr. A. Tyler.

There was an abundant entertainment provided, not only by conversation, which was carried on in English, French, German, Italian, Hindustanee, Arabic, and Syriac, by different knots of guests, but also by the examination of a number of fine specimens of heads and horns, weapons, and other Oriental curiosities. In Sir Bartle Frere's library some of the most attractive objects were the photographs and Indian views. At about 1 P.M. the guests took leave of their hospitable host, many of them proceeding to visit Dr. Hooker at Kew-gardens.

The Turanian section held a meeting in the theatre of King's College, under the presidency of Sir Walter Elliot, K.C.S.I. The meeting having been opened, Professor Hunfalvy read the first paper, on "The Study of the Turanian Language," and he argued that the established idea of Turanianism was not well founded, and that students were often led into many errors. He endeavoured to show that the same genealogical method of studying which has created the Aryan and Semitic linguistic science must also be applied to the Turanian languages. Professor Cull (who represents Russia at the Congress), Dr. Lichman, and the Rev. Isaac Taylor took part in the discussion which followed. The latter gentleman read a second paper "On the Relations between the Accadian and Etruscan Languages." The audience numbered nearly 200, including Sir Arthur Phayre (the newly-appointed Governor of Mauritius), Dr. Birch, Professor Douglas, Rev. Dr. Legge, Rev. Joseph Edkins, Rev. S. Beal, Mr. Davenport, Mr. E. C. Bowra, F. J. Angier, Mr. Howarth, Dr. Bushell, Imamura (the only Japanese who has attended the meetings), L. B. Bowring, S. Mossman, and Mr. Simpson.

The Rev. J. Edkins then gave an account of the ancient Chinese character as the commencement of writing, which was placed by some at 3,500 and by others at 4,000 years ago. In the characters we have a reflex of the ideas of that distant period such as alphabetical writing would not have given. About 1,200 years ago a Chinese pilgrim had travelled into India, where he had collected a number of legends of Buddha, which he had translated from the Sanscrit, and from his translations might be gathered the pronunciation of that time, for numbers of Sanscrit words were written by him in the Chinese character. Again, great changes had been introduced into the language up to the year 600 A.D., from the time of Confucius and again up to 700 years ago, and the difference could be traced between the vernacular at the time of Confucius and the language as it became more ornate and complex, a change principally introduced by a poet of ancient time. Even in the earliest writing there were characters signifying moral words, and in the study of these there was nothing to encourage a materialistic or Darwinian view. These words were derived from intuitive ideas and not from external objects. The substantive verb, the demonstrative pronoun, and the expression for rectitude were all similar, and were derived from man. He showed that the Chinese characters are an index to the sound of the words at the time of the invention, and from them may be learned the phonetic changes that have since taken place; and further, that they are also an index to the nature and extent of the vocabulary then in use, and a measure of the civilisation that had then been attained.

Mr. H. Howarth asked if Mr. Edkins had observed evidence of the introduction of new tones.

Mr. Edkins said he had. It took about 1,200 years for a new tone to become established in Chinese.

Dr. Birch remarked that there seemed to be much difficulty in fixing a phonetic system according to rule in the language.

Mr. Edkins said the formation of phonetic characters had been subject to all sorts of caprices.

Dr. Legge said he had not studied the language save as a translator, but he agreed with Mr. Edkins as to the possibility of working out the interesting problems which he had indicated.

The Rev. Samuel Beal gave briefly the result of the examination of some Chinese Buddhist books in the library of the India-office. 1. The distinctive marks belonging to the Northern School of Buddhism. 2. A consideration of the Sama Jataka, and its relation to the episode

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in the Kama yana. 3. A comparison of the Chinese version of the Chatur Dharmaka with that of M. Leon Feer from the Thibetan. In speaking of Buddhists, numbering 300 millions, he said it should be remembered that 250 millions of these were Northern Buddhists, and that these did not affix the meaning of annihilation to the word accepted in that sense by the Southern Buddhist. They held the word to mean not "non-existence," but a refined state of being, in fact, the very essence of existence.

THURSDAY, 17TH.

The members of Orientalists were received by Dr. Rost, the librarian, who did the honours of an institution to which Dr. Birch referred in his opening address as creditably exhibiting the sympathy of the Government with Oriental studies. The library of the India-office is particularly rich in books bearing on India, and Asia generally. It possesses the largest collection, out of India, of Sanskrit manuscripts, about 3,500, in addition to an equal number in the Persian and Arabic languages, and about 500 more in Zend, Pehlvi, Pushtu, Kawi, Javanese, Malay, Pali, Burmese, Siamese, Singhalese, and various other Oriental tongues. The specimens which were specially offered for the inspection of the members of the Congress this morning comprised—(1) a selection of manuscripts in the various languages represented on the shelves of the library; (2) a selection of Sanskrit manuscripts, on paper and on palm-leaves, in the various characters in which Sanskrit is written in various parts of India—Devanagari, Nandinagari, Bengali, Uringa, Telugu, Karnataka, Grantha, and Malayalma; and (3) specimens of the most ancient manuscripts, in Sanscrit and Arabic, in the possession of the library. The oldest of the Sanscrit manuscripts on paper is dated A.D. 1380. But the Bombay Government has lent the library four manuscripts of earlier date, written on long strips of palm-leaf; and these were exhibited to the assembled savants. In Arabic the library possesses several specimens of ancient Korans written on vellum in the Kufic character, and very many manuscript works copied between five and six hundred years ago, and formerly belonging to the palace library at Bijapore. The members of the Congress afterwards paid a visit to the Soane Museum, where they were received by the Curator, Mr. Joseph Bonomi, and by his assistant, Mr. W. R. Cooper, both of whom are members of the Council of the Congress.

At 2.30 they attended the Aryan section, under the presidency of Max Muller, and a portion also attended at a reception given by Dr. Birch at his house by the Museum.

The address of Max Muller was received with great applause, and at the close Professor Stenzler, of Breslau, spoke of the religious institutions of India, which he referred back to extremely ancient times. Other topics followed, and the discussions were well sustained. The learned representative of the Bombay Government, Mr. Shanker Panderung Pandit, bore his fair share in the debates, and in particular spoke of the Hindoo law on the subject of the Violation of Caste. A very interesting paper was presented by Dr. Spiegel on the Geometry of the Veda, illustrated by diagrams. Professor Haug addressed the Section at considerable length, so that at six there were still three papers to read. An adjournment was therefore carried.

The Hamitic Section assembled at 8.30 P.M. at the rooms of the Society of Biblical Archæology, 9, Conduit-street, W. The attendance was crowded. The President, Dr. S. Birch, LL.D., F.S.A., delivered a very brief introductory address. This was followed by some questions proposed to the Hamitic Section by Professor Lepsius. The next business was the great feature of the evening—viz., his Excellency Brugsch Bey's address on "The Site of the Lake or Sea passed by the Israelites at the Exodus." There were other papers on the *agenda*, viz., "On the Great Medical Papyrus," by Dr. Ebers; "On the Egyptian Measures," by Dr. August Eisenlohr; "On the Royal Tombs at Abydos," by Miss Edwards; "On the Proportions of the Great Pyramid," by Mr. W. R. A. Boyle; "Deux Communications Egyptologiques," par by M. J. Lieblein; and "Communications to the Section on his Work in Bædeker's *Handbook of Egypt*," by Professor Duemichen. Brugsch Bey spoke in French, but was followed with the keenest interest by the *savants* present.

FRIDAY, 18TH.

The adjourned meeting of the Aryan section was held in the theatre of the Royal Institution—Professor Max Müller in the chair.

Mr. Shankar Pândarunge read a paper, "The Poetry and Dramatic Writings of India," which he described not only in its literary character, but also as to its chronological value, and which was largely illustrated.

Baron Textor de Ravisi read a paper on a Pagoda near Madras. The inscription on the pagoda had been translated, and he was of opinion the translation which had been first given was erroneous. Recently this inscription had been investigated and translated syllable by syllable and letter by letter, and very remarkable conclusions had resulted from this. It appeared from the translation that the pagoda had been built since the introduction of Christianity, and, in fact, that it had been built by St. Thomas the Apostle. He hoped that photographs of the inscription would be taken, so that this interesting object might be fully investigated by scholars. He could prove that St. Thomas had died in Madras.

The President said the communication made by the Baron was one of the greatest interest, and well worthy of being taken into consideration.

Professor Eggeling exhibited a fine collection of Indian manuscripts, consisting of specimens of all the languages of Southern India. These were in admirable condition, and highly interesting to the student. The members came up to the table, and examined the manuscripts as the professor explained their character.

The President then said he had in conclusion to thank the members who had contributed to the success of the section, and especially to thank the Government of India for having sent Shankar Pandarunge, who had given them such an interesting paper.

Mr. W. S. W. Vaux said he wished to propose a vote of thanks to Professor Max Muller, not in set terms for his conduct in the chair, but for his admirable address, and also because he felt certain that it was very much in consequence of the able management of the president that the section had been so successful. If the Congress had been productive of no other benefit than that of permitting its members to hear the able addresses of Sir H. Rawlinson and Professor Max Muller, the time spent would have been fruitful.

Sir M. Coomara Swany, member of the Legislative Council of Ceylon, seconded the motion. He said that he and other Aryans had to thank Professor Max Muller, and to thank the other Oriental scholars of Europe and America, for the attention they had paid to the literature of India. It was a matter of pride to the race to which he belonged, and they owed much of the stimulus to their own advancement to the knowledge that they had had a literature of the past in which they could live again. The resolution being passed by acclamation, was then briefly acknowledged by the president, and the section closed.

At eleven o'clock the Archæological section met in the same place, Mr. Grant Duff, M.P., in the chair He said the subject for the section was of the widest character, for it embraced the whole of the architecture and archæology of the East. There was, therefore, the utmost liberty afforded, but anything like a comprehensive account of the subjects of the section would be impossible. He would therefore refer to some recent discoveries. It was in 1860 that the promotion of archæological surveys was recognised as the duty of the Government of India, and General Cunningham did a great deal of useful work as Government head of the archæological survey. In 1866 the survey was stopped, but it was recommenced in 1870 by the Duke of Argyll, who reappointed General Cunningham, and many large cities were explored. The general divides the remains into groups, six of Hindu styles and eight of Mohammedan styles; the former for periods ranging from 1000 B.C. to 1750 A.D.; the Mohammedan being from 1191 to 1750 A.D. The president observed upon Mr. Beglar's views upon the Kubb Masjid as to the question of Hindu or Mohammedan architecture. After some further remarks on the character of the buildings, the president gave an account of the discovery in 1873-4, by Mr. Beglar, of some remarkable ruins at a place called Bharahut, nine miles to the S.E. of the Suthra railway station, 120 miles S.W. of Allahabad. The place is called Bharaod, and is believed to be the same as the Baodaotis of Ptolemy, and is the site of an old city, which sixty years ago was covered with jungle. Here there stood a stupa sixty-eight feet in diameter. A number of pillars have been excavated, and among the scenes represented are upwards of a dozen of the Buddhist legends called Jálaka, all relating to the former births of Buddha, and these have all appropriate inscriptions. These remains are most interesting, as showing what was the dress of all classes in India during the reign of Asoka, or about seventy years after the death of Alexander the Great. The Queen of India is represented in all her finery, with a flowered shawl or muslin sheet over her head, with massive earrings and elaborate necklaces, and a petticoat reaching to the mid-leg, which is secured round her waist by a zone of Koru strings, and a broad and highly ornamented belt. Here is also the soldier with short curly hair, clad in a long jacket or tunic tied at the waist, and a dhote reaching below the knee, with long boots ornamented with a tassel in front, and armed with a straight broadsword, the scabbard being three inches wide. The standard bearer is on horseback, bearing a pole surmounted by a human-headed bird. The king sits on an elephant escorting a casket of relics; horse and elephant trappings are given in detail. Everywhere is to be seen the peculiar Buddhist symbol which crowns the great stupa at Sanchi. It forms the drop of an earring, the clasp of a n ecklace, the support of a lamp, the crest of the royal standard, and the decoration of the lady's broad belt and soldier's scabbard. General Cunningham assigns to these ruins the age of Asoka, which is 250 B.C., but it is needful to be cautious in fixing a date. Besides these discoveries there had been an important survey made of the rock temples of Western India by Mr. Burgess, who had brought to Bombay fifty-four photographs, between twenty-five and thirty inscriptions, about forty ground plans, sections, drawings of columns, &c., and forty sketches of sculpture. Mr. Grant Duff, in conclusion, expressed the hope that this work would be continued now by those who had succeeded the Duke of Argyll in the Government of India. The Duke had left the Government on the fall of the Gladstone administration, just at the time when the deficit which had been left to him by his predecessors (though by no fault of theirs) had been cleared off, and it was to be hoped that now these valuable archæological surveys would be continued.

Professor Eggeling read a paper on the inscriptions to be found in the Deccan, which he urged ought to be copied and preserved; there were numbers which were likely to be lost.

Sir Walter Elliot said the work would be one of great labour, and required a good deal of assistance. He had himself done a little, but for want of help could only touch such as had come in his way.

Mr. Lewin Bowring corroborated the remark of Sir W. Elliot.

Mr. Burgess said the whole of Mysore swarmed with inscriptions. They would afford employment to a man with a couple of native assistants for twenty-five years.

Dr. Caldwell said he could testify that the same was the case in the Carnatic also.

Dr. Rogers proposed that a committee should be formed to take such steps as might seem best for the preservation of ancient monuments. In Egypt many highly interesting Mohammedan buildings had been destroyed, and the mosque of the Sultan Hassan had suffered much injury. Bronze plates had been torn from the doors and sold, and some had been recovered from a foreigner, who had them packed up to take away.—Mr. Poole seconded the proposition.

His Excellency Brugsch Bey said the Khédive was ever devising means for the preservation of ancient monuments; the true causes of the mischief were not his subjects, but European travellers. These people had frequently destroyed the text of the hieroglyphics in the temples, and they constantly bought from the Arabs, who were greedy, pieces of monuments. They also painted their names in large letters, in all the colours of the rainbow, on the temples and monuments, and even frequently cut them deep into the stone. He thought this a very bad way of leaving a *carte de visite*. (Laughter.) He thought it would

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be a good thing to publish in the principal journals of Europe the names of those who acted in this barbarous and senseless fashion.

Dr. Ebers and Mr. Moncure Conway spoke on the question, which, however, was felt to be one to be left to the rulers of the countries rather than one for the Congress to interfere in directly.

Mr. James Ferguson read a letter received that morning from General Cunningham, who declared that he had no doubt of the correctness of his view as to the age of the ruins alluded to in the President's address. He also produced photographs of the principal sculptures, which were highly interesting. One of the great points of interest in the matter was the rail. We now had a series of these Buddhist rails extending for a period of seven hundred years from the time of Asoka, which enabled us to trace the history of the system, and showed that the Jatakas or legends were as old as Christianity.

Dr. Leitner said he had several specimens of sculptures excavated in 1870, which showed the influence of Greek art on Buddhism. Many persons had been astonished on observing the similarity existing between things obtained at Cyprus, and others excavated on the frontier of the Punjaub. He would be glad to exhibit these things to the members next day at half-past eleven in the Albert Hall.

The President said there was a valuable paper on the Great Pyramid by Mr. Boyle, but there would not be time to read it. Professor Leone Levi read a portion of a paper on "The Distinctive Characters of Oriental and European Jurisprudence." A vote of thanks to Mr. Grant Duff was passed unanimously, and the section terminated, the members proceeding to Enfield to attend Mr. Bosanquet's garden party.

Mr. Frederick Drew writes to *The Times*, calling attention to what, in his opinion, appear to be four conspicuous points of mismanagement in connection with the Oriental Congress. These are—Firstly, the want of one central spot as a rendezvous for the members; secondly, want of time for the consideration of the subjects; thirdly, absence of early published information as to the course of the proceedings; and fourthly, the absence of any definite procedure for the origination and consideration of proposals to be dealt with by the administration of the Congress. Mr. Drew suggests that an aid to secure the success of future meetings of the Congress would be found in Standing Committees to be appointed in every country, which should be channels of communication between the public of each country and the central administrative body of the Congress.

The *Times*, in an article upon the Oriental Congress, remarks, what is the good of an International Congress of Orientalists? This is the unpleasant question which Professor Max Müller has more than once been asked; and, accordingly, in his opening address as President of the Aryan Section of the Congress, he finds a two-fold answer for it. Such a Congress is useful, he says, because by bringing together from all quarters those who are engaged upon the various parts of a great common work it enables them both to compare notes on what they have done already and to make the best arrangements among themselves as to the separate converging lines on which they are hereafter to proceed, each in his own way, towards the fulfilment of their common purpose. It is useful, too, because it shows the outside world what progress has been made in Oriental studies, and at the same time gives their Professors an opportunity of advancing their special claims to general sympathy and support. The former of these objects has, we learn gladly from Professor Max Müller, been already in part attained. The field of Oriental labour has so indefinitely widened out that by no possibility can the whole of it be gone over with the same minute attention. Places must therefore be marked off in it, and assigned to each one of the little band of Oriental students; and these places, which Professor Max Müller very aptly compares with the stations of a trigonometrical survey, must be so chosen that the toil bestowed upon them may be, in the fullest sense, co-operative. We join heartily in Professor Max Müller's hope that the tangible results of this arrangement may be produced at the next Congress, but we feel, as he does, that the details of it are a private matter, of which the world at present would scarcely care to be informed. The Orientalists just now are filling a large space in our sphere of vision, and even from a more distant point of view they will really have a great deal to show as proof that they have not been idle. Nor have we any right to demand that those who are engaged in digging the metal from the mine should also fashion it for use. The use will assuredly come later; indeed, in some part it has come already. Both Maine and Grote have employed the results of Oriental research with splendid effect to explain and illustrate the nature of the slow evolution of legal and philosophical conceptions. We will ask no excuse for attaching less present importance to the proved connection between the fables of the East and of the West, or to the unproved assertion that the divine spirit of all religion is the same. But we must not grudge a little both of amusement and of freak to our hard-working Oriental students. They have recovered for us relics from a buried world which are interesting in the very highest degree, and though these, we must admit, are mostly unarranged at present, they will supply, doubtless, abundant material for future scientific use.

The *Morning Post* has the following on our relations and prospective trade with Western China:—"Of late a strong desire has been evinced to open up trade with the Shan States and Thibet, and the reports under notice afford some valuable information respecting the latter territory. The question is simply whether the Chinese or Thibetans will let us in. If they will only remove the embargo at present imposed upon the entry of our trade, there are no serious difficulties to be met with on the short intervening routes, and none of the risks of collision that exist elsewhere. Thibet is a perfectly civilised and well-regulated country, with which the hill people of India are in constant communication, and which they know about as well as Englishmen know France. When Europeans go to the frontier and try to cross it there is no display of violence or disturbance. They are simply turned back with an intimation that there are orders not to admit them. The fact appears to be that the prohibition to intercourse with Thibet which now exists is simply part of the Chinese policy of exclusion, imposed on the Thibetans by Chinese officials, and enforced by Chinese troops stationed in the country. If by using influence or pressure at the Court of Peking the prohibition were withdrawn the means of carrying on trade would be abundant, the goods of Leeds, Manchester, and Birmingham, and other English centres would find a ready sale, and in return we should get back much wool, sheep, cattle, walnut, Thibetan cloths, and other commodities. From the reports before us it is evident that the Indian Government is bestirring itself most heartily in the matter. It remains for the merchants of India and England to take prudent advantage of the opportunities for trade already afforded, and of those which may be presented in the future through the assiduity of the Governor-General and his colleagues and subordinates.

INTERNATIONAL CONGRESS OF ORIENTALISTS.

LONDON, 1874.

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*** Those Foreign Members with † before their names have been delegated by their respective Governments to attend the Congress.

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ARTICLES OF IMPORT.

Although an improvement has been established in several articles, the general tone of the Produce Markets has remained inactive, and prices have continued to follow a downward course. Tea has been quiet but firm. The Silk market has improved, and a fair business is doing in the new Chinas. Sugar has been active, and prices have advanced with some rapidity. Coffee, after a very depressed state has fully recovered. Rice has declined about 6d. per cwt. Sago is lower, Tapioca steady, Black Pepper has fluctuated, closing steadily; White is again cheaper. Hemp is quiet, but steady. Straits Tin continues to improve in value.

TEA.

Messrs. Capel and Co.'s Circular says:—The market still continues very firm, with a fair amount of business doing, at prices which, on the whole, show but little alteration on last week, the very large Deliveries in progress giving increased confidence both to buyers and sellers. *Congous.*—Red-leaf kinds: Siftings have sold ½d. to 1d. per lb. lower, at public sale from 6½d. to 8d. per lb. Broken-leaf kinds are also a shade easier. Fair to good common, of old import, have been firm at last week's rates. Fair Kaisow kinds have been taken to some extent at ¼d. to ½d. per lb. decline. Good Saryune kinds have been enquired for at an advance of about ½d. per lb.; good to fair Kaisows have sold at former prices, but the demand has been inactive; finest have been only in moderate request, without change in prices. Pak Lin kinds remain firm at fully previous rates. Black-leaf kinds: The sales of common to fair have been rather under last week's prices; fair to good medium have been steady; good to fine have also sold at previous prices; finest remain firm for Export. New-make kinds: Common to fair have sold from 11½d. to 1s. 1d., good from 1s. 1½d. to 1s. 3d., showing no change. Souchongs remain much as last week, the demand being moderate. Oolongs: Further sales at auction have been made, establishing a decline of ½d. to 1d. per lb. Scented Teas: Canton Capers have been saleable from recent arrivals at previous prices. Foochow kinds have sold ½d. to 1d. per lb. lower. Canton Orange Pekoes remain much as before, the demand being rather dull. Foochow kinds have sold readily, but prices have given way ½d. to 1d. per lb. Green Teas: The principal business continues to be at public auction, without reserve, and prices generally have again been lower, the supplies being in excess of the immediate requirements of the Trade and Exporters. The Deliveries for the week as compared with last year are as follows:—

	1874. lbs.	1873. lbs.
Duty paid	2,148,000 ...	1,921,000
Coastwise	871,000 ...	803,000
Exports	860,000 ...	826,000
	3,879,000 ...	3,550,000

SILK.

Messrs. Kilburn, Kershaw, and Co. report that a good steady business has been doing in the new China Silk, manufacturers generally buying more or less freely; the market is perhaps a little quieter within the last day or two, but business is still doing, and prices are firm at the full rates of a fortnight ago for best Tsatlees, and at a good 6d. advance upon sale week for common and medium, as also for Kahing Taysaams. Canton Silk is a shade better, and 11s. has been paid for No. 4 Tsatlee, new Silk. Japans show an improvement of 6d. to 1s., but in Bengals there is no change. Deliveries have greatly improved, and show satisfactory figures, say from 1st to 16th inst.:—China, 2,480; Canton, 376; Japan, 340; Bengal, 142; total, 3,338 bales. The total quantity of new Silk arrived to date is:—8,000 bales of China, and 1,000 bales of Canton.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Sep. 8	Atlantic	Gidlof	Java	Off Beachy Head
16	Mysore	Overton	Rangoon	Liverpool
9	Pons Ælie	Drummond	Do.	Do.
	Horatio Sprague	Small	Hong Kong	San Francisco
11	Isurium	Rymer	Colombo	London
10	Bengale	Boudon	Rangoon	Liverpool
15	Lady Lisgar	Hughes	Do.	Falmouth
11	Peruvian Congress	Powsr..	Do.	Liverpoo
12	Prospero	Willmath	Akyab	Do.
12	Prince Leopold	Moore	Rangoon	Do.
12	Wodan	Schievelbein	Sourabaya	London
13	Airno	Beane	Akyab	Plymouth
12	Nabor	Othanovich	Bassein	Falmouth
12	Rurik	Berglund	Rangoon	Do.
12	Scipio	Gaveno	Akyab	Do.
10	Maria Louise	Schmidt	Rangoon	Bremerhaven
11	Humboldt	Busch	Do.	Do.
14	Good Hope (s.)	Bainton	Colombo, &c.	London
13	Markland	Stanton	Akyab	Falmouth
14	Questembert	Guilband	Rangoon	Do.
11	Sylvia	Basso	Bassein	Texel
15	Ajax (s.)	Kidd	China, Singapore, &c.	London
15	Pacific	Grong	Rangoon	Falmouth
15	Maria P	Banepa	Do.	Do.
15	Argo	Gran	Do.	Do.
15	Centaur	Buchanan	Bassein	Do.
15	Dronning Sofie	Sunde	Akyab	Do.
15	Zephyrus	Dennis	Do.	Do.
15	Ella	Okeaume	Saigon	Liverpool
15	Queen of the Lakes	Page	Maulmain	Queenstown
15	Conrad (s.)	—	Batavia	Texel
13	Mary Otway	Russell	Rangoon	Helvoet
14	Alarm	Fidder	Pentewan	Flushing
16	Venezia	Praile	Akyab	London
	Antonietta Ottone	Revello	Rangoon	Plymouth
15	Constance	Tufvedsen	Akyab	Falmouth
15	Admiral	Jansen	Do.	Do.
15	Mathilde	Labiduria	Rangoon	Do.
15	Peleg	Rsimondo	Do.	Do.
16	Ole Bull	Meyer	Do.	Do.
16	Bertha	Jones	Do.	Do.
16	Caldew	---	Singapore	Liverpool

DEPARTURES.

Date.	Ship.	Captain.	For	From
Sep. 14	Scindia (s.)	Gibb	Colombo, &c	London
12	Green Jacket	Roe	Cardiff and Galle	Do.
10	Jose Marie	—	Galle	Newport
12	Amicizia	Marengo	Do.	Do.
11	Carlisle	—	Do.	Newcastle
8	O. Thyen	Jordon	Sourabaya	New York
13	Ellen Munroe	Norcross	Galle	Liverpool
16	Conference	Lawson	Colombo	London
13	Flora	Cameron	Galle	Liverpool
14	Fortuna	Stohlsen	Singapore	Cardiff
14	Diana	Jacobsen	Anjer	Do.
13	Laskar	—	Singapore	Penarth
14	Fede e Speranza	—	Hong Kong	Swansea
Aug 12	Barbadian	McNeil	Java	Buenos Ayres
16	Royal Charley	Sinclair	Batavia	Rio Janeiro
Sep. 16	Duke of Argyle (s.)	Hellyer	Colombo, &c.	London
16	Hindoo (s.)	Cosens	Do.	Do.
15	G. F. Haendel	Sanders	Singapore	Cardiff
15	Hansa	Oest	Hong Kong	Do.
15	Parenti	Razzeto	Galle	Do.
15	Somerset	Couves	Do	Do.
15	Khersonese	—	Do.	Newcastle
16	Kendrick Fish	Fisk	Singapore	Liverpool

See Shipping Postscript and Correspondents' Letters.

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LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Glenearn. For Singapore, Hong Kong, and Shanghai: Crocus, Formosa, Glenlyon. For Penang, Singapore, Hong Kong, and Shanghai: Nankin. For Penang, Singapore, Yokohama, Hiogo, and Nagasaki: Ly-ee-Moon. For Colombo, &c.: Viceroy, Bertha, Duke of Sutherland.

SAILING VESSELS.—For Yokohama and Hiogo: Evelyn. For Shanghai: Corea, Belted Will. For Hong Kong: Eleanor, Miako. For Foochow: Zoraya. For Penang: Glenisla. For Singapore: Star of the South. For Colombo: Lion.

At LIVERPOOL.—For Yokohama: Mora. For Penang, Singapore, Hong Kong, and Shanghai: Glaucus (str.), Sarpedon (str.), Achilles (str.), Deucalion (str.), Yrurac Bat (str.), Menelaus (str.), For Galle: Staffa, Astrida. For Batavia and Sourabaya: Emma and Robert, Hawkhope.

At GLASGOW.—For Singapore, Hong Kong, and Shanghai: Ocean (str.), For Singapore: Stanfield, Brisbane (str.). For Manila and Ilo Ilo: Saleta. For Colombo: Emma Ives.

SPOKEN.

HOLLINSIDE, (Eng. ship), Newcastle to Galle, Aug. 7, 10 N., 25 W.
MONARCH, Cardiff to Galle, Aug. 12, 14 N., 26 W.
NIEUWE WATERWEG, Batavia to Amsterdam, Sep. 7, 43 N., 20 W.
HETHERSFIELD, Liverpool to Galle, 1 N., 28 W.

FREIGHTS AND CHARTERS.

Berth rates of freight to the Eastern ports rule as quoted below, but business generally is very dull.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. weight, 60s. meast. To Hiogo: 65s. weight, 70s. meast. To Nagasaki: 65s. weight 70s. meast. To Shanghai: 45s. weight, 40s. meast. To Hong Kong: 45s. weight, 40s. meast. To Singapore: 50s. weight, 40s. meast. To Penang: 50s. weight, 40s. meast. To Colombo: 45s. weight, 50s. meast. To Foochow: 75s. weight, 70s. meast. To Batavia: 40s. weight, 50s. meast. To Samarang and Sourabaya: 50s. weight, 65s. meast.

Per SAILING VESSELS.—To Yokohama: 35s. weight or meast. To Hiogo: 35s. weight, 45s. meast. To Shanghai: 35s. weight, 30s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 27s. 6d. weight, 25s. to 27s. 6d. meast. To Penang: 30s. weight or meast. To Colombo: 25s. weight or meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Singapore: £23. To Penang: £25, f.c. To Batavia and Sourabaya: £25. To Galle: £20.

From Newport, Cardiff, or Swansea, per ton.—To Hong Kong: 32s. To Shanghai: 35s. To Singapore: 23s. To Galle: 22s. To Batavia: 27s. 6d. To Sourabaya: 30s. To Colombo: 24s. To Manila: 28s. to 30s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Galle: 18s. To Manila: 28s. to 30s.

CASUALTIES.

CAPE TOWN, AUG. 25.—[Madeira, Sept. 14.]—The Emma, from Newcastle to Batavia, with coal, has put into Simon's Bay, with bulwarks stove, having been struck by a sea.

PENANG, SEPT. 14.—The Verulam (barque), Cock, hence to London, with a general cargo, has put back here, leaky, and with pumps disabled.

The Scawfell, Campbell, from London to Colombo, put into Scilly, Sept. 14, with loss of tiller.

The Kedron (barque), from Singapore to Liverpool, was spoken, Aug. 20, in lat. 29 N., lon. 36 W., with loss of maintopgallant mast.

SHANGHAI, SEPT. 9.—The John R. Worcester has returned after collision with a Japanese transport; damage estimated at Tls. 1,200; dockage unnecessary; cargo unharmed; detention ten days.

CARDIFF, SEPT. 15.—The Battestina Madre, Figori, hence to Galle with coal, which was in collision, Sept. 11, in Penarth roads, with the Thomas Bayne (barq.), has put back here.

KONG KONG, SEPT. 10.—The Duna (str.), from Yokohama to New York, put in here to repair damage to packing of shaft, and was docked, but did not discharge; she has proceeded to-day.

MISCELLANEOUS.

LIVERPOOL, SEPT. 16.—The following has been received from Lisbon:—"Gordon Castle (str.) off beach to Government buoy, 9th Sept., where she lies moored and nearly tight; vessel pumped out dry; machinery and boilers in first-rate order; remainder of tea being landed, when the vessel will be ready to leave.

AMSTERDAM, SEPT. 14.—A telegram announces that the Sliedrecht, Willemsen, had been chartered at Singapore to load sugar at Java for England.

NEW YORK, Sept. 16.—The O'Thyen, Jordan, from this port to Sourabaya, has put back through stress of weather.

ENGLISH GOODS, PER STEAMERS, AT CHEAPEST RATES.

D. NICHOLSON & CO.,

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SILK, WOOLLEN, AND MANCHESTER WAREHOUSEMEN,

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CAUTION.—Genuine only with Baron Liebig's facsimile across label.

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Seventy already sold—fifty now on the register.

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No family should be without these Pills, when wet, gloomy weather predisposes to fevers of all kinds, more especially remittent, typhus, typhoid, or, as the last is now newly named, enteric fever. Their long tried efficacy in removing indigestion, stimulating the bowels, and purifying the blood, has secured for them imperishable praise throughout the globe. Whatever the disease a few doses will relieve the more urgent symptoms and thereafter completely control all disordered action, rouse the torpid liver, empty the engorged spleen cleanse the obstructed kidneys, assimilate the food, improve the blood, and thereby confer on the brain and every function healthful vigour, natural activity, and wholesome regularity. In trying seasons this Medicine will save many lives.

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CHINA AND JAPAN AGENCY,
Cowper's-court, Cornhill, London. E.C.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street, London, 1874.

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Established in 1833.

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Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
Branches in Edinburgh, Calcutta, Bombay, Madras Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.
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AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).
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LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.

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Reserve Fund, $775,000.
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BANKERS—London and County Bank.
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Shanghai	Yokohama	Singapore
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They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

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THE BEST IN THE WORLD.—Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter, or Lard. Bread made with this Powder is much easier to digest, and much more wholesome than that raised with yeast, and a larger quantity is obtained from the same weight of flour. One trial will convince the most sceptical of its superiority over others. Sold by Grocers, Chemists, and Oilmen in 1d. packets; 6d., 1s., 1s. 6d., and 2s. Tins. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

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YOKOHAMA, JAPAN.

THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steam ship lines in and out of Yokohama.

J. LYONS, Manager.
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FORMERLY HOTEL NEW YORK.

ON the Grand Canal. First-class house, with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

HOTEL THIERGARTEN—BERLIN.

SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all other conveniences.

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ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

HOTEL ANGLETERRE, NAPLES.

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HOTEL KRON PRINSEN HAMBURG.

SITUATED on the Alster. A first-class House, at moderate prices.

HOTEL CASTIGLIONE—PARIS.

SITUATED in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from f.50 to f.4 per day Restaurant, Table d'Hote, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the establishment.

12, RUE CASTIGLIONE, 12.

HOTEL DE LA VILLE, TRIESTE.

PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.

Restaurant, Cafe, and Reading Room, with English French, and German papers, and the *London and China Express*. Omnibus attends the trains.

CHARGES MODERATE.

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EUROPEAN, CHINA, AND INDIAN WORK.

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Drawing and Reading-room free to Passengers
The *London and China Express* on Sale.

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SPECIAL NOTICE.—SUEZ CANAL.—Under contract with H.M. Government.—The PENINSULAR AND ORIENTAL COMPANY'S weekly steamers now proceed through the SUEZ CANAL with H.M. mails to Bombay and Calcutta alternately.

OVERLAND ROUTE and SUEZ CANAL. — Under contract for the conveyance of the Mails to the Mediterranean, India, China, Japan, and Australia. The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, from Venice every Friday, and from Brindisi, with the Overland Mails, every Monday.

Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
*Australia..	3,648	600	Sept. 24	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Hindostan	3,113	600	Oct. 1	Mediterranean, Aden, Bombay.
*Surat.....	3,000	530	Oct. 8	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Cathay ...	2,982	450	Oct. 15	Mediterranean, Aden, Bombay.
*Peshawur.	3,781	600	Oct. 22	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits China, Japan, and Australia.
Malwa ...	2,933	450	Oct. 29	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

JAPAN AND CHINA.

Great Reduction in Fares.—Mail Route via San Francisco.

THE PACIFIC MAIL STEAMSHIP COMPANY will despatch their magnificent Steamers of 3,000 tons and upwards, with mails and passengers, twice every month, from San Francisco to Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, and vice versa.

THROUGH FARES FROM ENGLAND, via New York and Panama, to Yokohama, £60; beyond Yokohama, £70. Via Union Pacific Railway, to Yokohama, £73; beyond Yokohama, £83. Best berths in steamers.

The Company's Steamers leave New York twice a month (via Panama) for San Francisco and intermediate ports.

For Through Fares and other information apply to Messrs. BOWDEN and WILLANS, 34, Leadenhall-street.

ROUND THE WORLD BY STEAM.—Coupon Tickets issued for the ROUND JOURNEY. Fare £165 and upwards.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET. — FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Peiho ...	Sept.	27	For Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Mei-Kong ...	Oct.	11	
Sindh ...	Oct.	25	
Anadyr ...	Nov.	8	
Provence ...	Nov.	22	
Tigre ...	Dec.	6	

The Steamers of the 27th Sept., 25th Oct., and 22nd Nov. connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 11th Oct., 8th Nov., and 6th Dec. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

THE "JAVA" STEAMSHIP COMPANY, AMSTERDAM. Direct monthly route to BATAVIA, SAMARANG, and SOURABAYA, taking goods at through rates from Holland and England to all other ports of the Dutch possessions.

Also for Egypt and Singapore.

A steamer calls at Southampton for goods and passengers once a month.

All the steamers have splendid passenger accommodation, and carry his Netherland Majesty's mail, troops, bullion, &c.

Apply for Freight and Passage to the Manager, T. C. SCHOL, Amsterdam; or to the Agents for England, J. N. SEARS and Co., 17 Fenchurch-street, London.

CASTLE LINE OF STEAM PACKETS FROM LONDON.—For SINGAPORE, HONG KONG, and SHANGHAI (last shipping day, 24th Sept.), the magnificent steamship CROCUS, 200 A1, 2,000 tons register, 235-horse power nominal, R. H. JOY, Commander; will load in the South West India Dock. This splendid steamer, well known in the China trade, has superior accommodation for passengers.

Apply to THOMAS SKINNER and Co., 5, East India-avenue, London, E.C.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glencarn	100 A1	2,120	330	Sept. 24
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Glengyle	100 A1	1,676	200	To follow
Glenogles	100 A1	2,120	330	New boat
Glenfinlas	100 A1	2,120	330	To follow
Glenartney	100 A1	2,106	330	To follow
Glenfalloch	100 A1	2,126	275	To follow

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.

THE CHINA LINE OF STEAMERS via SUEZ CANAL, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates at shippers' risk; last shipping day, 10th October; the magnificent new full-powered screw steamer HANKOW, 100 A1, 2,332 tons register, 450-horse power nominal; W. SYMINGTON, Commander; South West India Docks. This splendid steamer, built especially for the China trade by Messrs. C. Mitchell and Co., Walker-on-Tyne, is expected to prove herself the fastest steamship in the trade. Has elegant accommodation for first-class passengers, replete with every comfort. Will carry a surgeon and stewardess if necessary.

For Freight or Passage apply to the Owners, WATTS, MILBURN, and Co., 85, Gracechurch-street; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

CHINA.

THE following SPLENDID First-class CLIPPERS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Miako	A1 16 yr.	E.I.D.	With des.
Hong Kong	Eleanor	A1 13 yr.	S.W.I.D.	To follow
Hong Kong	Osaka	A1 17 yr.	E.I.D.	To follow

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

SHAW, MAXTON, and CO. will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Sing., Hong Kong, and Shanghai ..	Formosa, s.s., via SuezCnl.	100 A1	651	S.W.I.	Sept. 25
Shanghai ...	Belted Will	A1 14 yr.	812	S.W.I.	With des
Foochow.....	Yoroya.....	A1 13 yr.	383	St.Kth	With des

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

YOKOHAMA and HIOGO.—The favourite clipper EVELYN, A1 13 years, South West India Dock, will have quick despatch. Has excellent chief cabin accommodation.

ROBERTSON and Co., 5, Newman's-court, Cornhill E.C., London.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail.
Ly-ee-Moon, s.s. ...	1,200	Norris & Joyner...	Sept. 24
Glenearn, s.s. ...	2,120	McGregor, Gow, & Co.	Sept. 24
Star of the South ...	665	Wright Bros. & Co.	Sept. 25
Crocus, s.s.	2,000	Thos. Skinner & Co.	Sept. 25
LIVERPOOL.			
Glaucus, s.s. ...	1,604	Alfred Holt ...	Sept. 22
Deucalion, s.s. ...	1,596	„ ...	Sept. 29
Achilles, s.s. ...	1,550	„ ...	Oct. —
GLASGOW.			
Brisbane, s.s. ...	1,500	T. Skinner & Co.	Sept. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

Steam via the Suez Canal.

TO PENANG, SINGAPORE, YOKOHAMA, HIOGO, and NAGASAKI, with liberty to call at Hong Kong, taking goods and passengers at through rates in conjunction with steamers of the East Australian Mail Steam Co. (Limited), to Australia, &c.; last shipping day the 23rd Sept; the favourite full-powered screw steamer LY-EE-MOON, 90 A1, 1,200 tons gross, 800 net register, 160-horse power nominal, 800 effective; GEORGE R. STEVENS, Commander; East India Docks. This splendid steamer is confidently expected to deliver her cargo at Yokohama under sixty days from date of sailing. She has unusually spacious and well ventilated accommodation for first, second, and third-class passengers. Will carry a surgeon and stewardess, if necessary.

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ROWLAND'S MACASSAR OIL preserves, strengthens, and beautifies the human hair, 3s. 6d., 7s., 10s. 6d.; family bottles, equal to four small, 21s. per bottle. Each bottle has a glass stopper, and not a cork. ROWLAND'S KALYDOR cools and refreshes the face and skin, eradicates all eruptions, and produces a healthy and beautiful complexion, 4s. 6d. and 8s. 6d. per bottle. ROWLAND'S ODONTO whitens and preserves the teeth, prevents and arrests their decay, and gives a pleasing fragrance to the breath. 2s. 9d. per box.

Sold by all Chemists and Perfumers, and at all Bazaars throughout China and Japan. Ask for Rowland's articles.

THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

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„ Amsterdam...	MACKAY, BOOMKAMP, and Co.
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Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Sept. 21, 1874.

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VIA BRINDISI.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 578.] LONDON, MONDAY, SEPT. 28, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

TYPHOON AT HONG KONG

SINGAPORE, SEPP. 28.—A Typhoon of unprecedented violence occurred at Hong Kong, Sept. 22, causing fearful loss of life and property. The steamers *Leonor* and *Albay* were sunk, eight other vessels foundered or were wrecked, many are missing, numbers of houses have been blown down, loss of life estimated at 1,000; damage done to property immense. Typhoon reached Macao, causing a fearful amount of damage.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Sept. 28.
JAPAN—Yokohama	June 12	July 27	Aug. 5
Yedo			
Osaka and Hiogo	—	—	July 31
Hakodadi			
Nagasaki	—	—	Aug. 4
CHINA—Peking	—	—	July 29
Tien-tsin	—	—	„ 31
Chefoo	—	—	Aug. 2
New-chwang	—	—	
Hankow	„ 12	„ 27	„ 5
Kiu-kiang	—	—	„ 4
Chin-kiang			
Shanghai	„ 26	Aug. 5	„ 9
Ningpo	—	—	„ 7
Foochow	„ 26	„ 6	„ 9
Formosa	—	—	July 31
Amoy	—	—	Aug. 10
Swatow	—	—	„ 11
Hong Kong	July 10	„ 13	„ 15
Canton	—	—	„ 13
Macao	—	—	„ 14
PHILIPPINES—			
Manila	June 19	July 25	„ 5
COCHIN-CHINA			
Saigon	July 3	Aug. 6	„ 13
SIAM — Bangkok	„ 3	„ 8	„ 15
BORNEO—			
Labuan	—	—	„ 14
Sarawak	—	—	„ 16
JAVA — Batavia	„ 10	„ 13	„ 16
Samarang	—	—	„ 12
Sourabaya	—	—	„ 8
MALACCA STRAITS—			
Singapore	„ 17	„ 16	„ 22
Penang	„ 24	„ 21	„ 24
CEYLON—			
Galle	—	—	Sept. 3
Colombo	Aug. 7	„ 29	Aug. 31

THE MAILS, &c.

The P. and O. mail, with the advices dated as above, was delivered, *via* Brindisi, this morning, its due date. The Pacific mail, with Yokohama dates to the 14th August, which was due *via* San Francisco this day, has not yet been received. The next inward (French) mail, bringing advices Yokohama 12th, Shanghai 16th, Hong Kong 22nd, Singapore 31st August, left Suez on the 22nd inst., and may be expected *via* Marseilles on Friday next, the 2nd proximo, three days early.

The Saigon-Hong Kong section of the Eastern Extension Telegraph Company's cables has been interrupted during the past week, but is expected to be repaired in a few days.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Malta*, arrived Sept. 25.—From Galle: Mr. B. Hope, Mr. Roberts. To Venice.—From Shanghai: Mr. C. Rowband. From Singapore: Mr. and Mrs. Vaugham and child, Mr. C. A. Gould.

To Southampton, per P. and O. steamer *Teheran*, expected Oct. 5.—From Hong Kong: Mr. J. B. Blake, Mr. Matthews, three second-class passengers. From Singapore: Dr. Baily.

PASSENGERS OUTWARD.

Per French steamer *Peiho*, Sept. 27 (booked from London).—To Yokohama: Mr. F. der Heyden, Mr. and Mrs. Lowvier. To Hong Kong: Mr. and Mrs. G. Detring, Mr. Lechler, Mrs. Deane, Miss Deane, Mr. and Miss Lechler, Miss Peter, Miss Sness, Miss Graham, Mr. Josephson, Mr. Schaub, Mr. Russell.. To Shanghai: Mr. Grosvenor, Mr. Hodgson. To Batavia: Mr. and Mrs. D. Koek v. Leuven, Mr. and Mrs. Speet, Col. the Hon. W. Fielding, Mr. and Mrs. Oosteron and two children, Mr. and Mrs. van der Leuw. To Galle: Mr. and Mrs. Ballardie, Mr. Fitzroy Kelly, Mr. H. Dies, Mr. C. Miller, Mr. and Mrs. De Baugy, Mr. and Mrs. Johnson. To Singapore: Mr. Frank, thirteen artists, male, and five female. To Saigon: Three Sisters of Mercy, Mr. Vauvray, Mr. Malet.

Per French steamer *Meikong*, Oct. 11 (booked from London).—To Yokohama: Mr. Covil. To Shanghai: Mr. Harwood, Mrs. Seward, Mr. and Mrs. Lynes. To Hong Kong: The Danish Ambassador, Mr. Scott, Mr. O. E. Edwards. To Galle: Mr. Karslake, Mr. Cross, Mr. Shutter, Mr. F. Mortimer. To Batavia: Mr. and Mrs. Holland and three daughters, Mr. and Mrs. Bayer and daughter.

Per French steamer *Sindh*, Oct. 25, (booked from London).—To Hong Kong: Bishop of Victoria and Mrs. Burdon, Rev. G. H. Sedgwick, Mr. May. To Shanghai: Mrs. Little, Mr. Leopold Lefebre. To Saigon: Admiral Dupret and suite, Mr. A. Spooner. To Yokohama: Rev. H. Evington. To Galle: Mr. and Mrs. Vandespar.

Per French steamer *Anadyr*, Nov. 8 (booked from London).—To Yokohama: The Japanese Minister at Vienna and suite. To Batavia: Mr. and Mrs. Brevet. To Hong Kong: Mr. E. Pye, Mr. F. Leyburn.

Per P. and O. steamer *Australia*, from Southampton, Sept. 24.—To Hong Kong: Mr. Hearn, Staff Com. S. W. Browne, Mrs. Phillips, two Misses Brierton. To Ceylon: Mrs. Dowden, Mr. H. K. Phillips, Mr. E. A. Marras. To Colombo: Mrs. Wells.

Per P. and O. steamer *Malta*, from Brindisi, Oct. 5.—To Ceylon: Mr. W. Clutterbuck.

Per P. and O. steamer from Southampton, Oct. 8.—To Ceylon: Mr. and Mrs. Barker and son, Mrs. J. V. Dunlop, Mr. and Miss Aslett. To Galle: Miss Copeland. To Singapore: Mrs. G. F. Hose, Mr. McNair, Mr. and Mrs. Skinbrigge. To Hong Kong: Surg. Maj. Moorhead, Mrs. N. B. Denoys.

Per P. and O. steamer *Ceylon*, from Brindisi, Oct. 19.—To Singapore: Hon. W W. Cairns, Mr. A. P. Maudslay. To Ceylon: Mr. Hedges, Mr. Robinson.

Per P. and O. steamer *Ceylon*, from Venice, Oct. 16.—To Singapore: Mr. W. F. Heniker.

Per P. and O. steamer from Venice, Nov. 13.—To Ceylon: Mrs. and Miss Delmage.

Per Nederland Company's steamer *Voorwaarts*, from Nieuwediep on the 19th, and Southampton on the 21st Sept.—Mr. and Mrs. P. Blassé, Mr. and Mrs. K. F. W. Koelman, Mrs. A. M. H. S. Bowles, Mrs van Ketwich, Mr. W. P. Adema, Mr. J. W. M van der Palm, Mr. B. G. H. Straeter, Mrs. G. H. Hofland, Mr. J. B. Burger, Mr. K. B. E. Dibbetts, Mr. A. D. Heringa, Mr. J. W. Mees, Mr. H. K. Havingo Oortwyn, Mr. and Mrs. P. Heyting, Mr. E. F. van Bloemenstein, Mr. H. de Chauvigny de Blot, Mr. W. G. H. van Blommestein, Mr. M. F. A. Perk, Mr. J. G. J. van Oppenraay, Mr. J. A. B. Masthoff, Mr. H. Mars, Mr. and Mrs. Thooft, Mr. H. F. J. Snydewind, Mr. J. P. van den Corput, Mr. G. L. Winter, Mr. Gerritse, Mr. Westmaas, Mr. A. E. van den Berghen, Mr. H. Hooy, jun., Mr. and Mrs. W. A. C. de Bloeme, Mr. and Mrs. D. A. Flier, Mr. L. A. van der Dussen, Mr. and Mrs. W. Klencke, Mr. H. C. Consemulder, fourteen subaltern officers, 186 soldiers.

Summary of News from the Far East.

CHINA.

TIENTSIN.

A correspondent of the *North China Daily News* writes as follows:—

The Japanese Minister and suite took their departure for Peking on the 27th July, after a stay of six days. From the 25th July until his departure the Minister stayed, by invitation, at the American Consulate. The sojourn of his Excellency in Tientsin was as interesting as it was brief. The day after his arrival he notified the Viceroy of his presence, and on the 24th July an interview took place between them at the Viceroy's yamen. It is well understood here that Li has on several occasions declared his intention not to permit the Japanese Minister to go to Peking until satisfactory explanations were made for the recent operations in Formosa. But the Viceroy reckoned without his host; the Minister from Japan has had a good schooling in diplomacy — of the Oriental kind. He was very gracious and civil, but said never a word about Formosa. He coolly informed the Viceroy that he had been appointed by the Government of Japan to reside at Peking as Minister, and that he was now on his way to that delightful city. The Viceroy began at once to discuss the Formosa difficulty, and gave vent to his feelings by handing the Minister a slip of paper, on which was written a favourite quotation from the Chinese classics, regarding the "lawless encroachments of one State upon the territory of another." The Minister received it with the greatest *sang froid* possible, and after the Viceroy had wasted his breath

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in high-flown rhetoric, quietly informed him that he had only called to pay his respects, not to discuss international affairs; that he had been accredited to the Chinese Government at Peking, and that he was now on his way thither. Having said this much he made a pleasant bow, and left his host in a state of mind bordering on distraction. The declared intention and great aim of the Viceroy was to engage the Minister in a discussion, and so prevent his going to Peking. He failed signally. So keenly did he feel the mortification of his failure that he did not return the Minister's call, but sent a deputy to say that he had been taken suddenly indisposed. The helplessness of the Chinese in the present state of affairs between themselves and the Japanese is pitiable. They feel their humiliation, but of course are too proud to acknowledge it.

There has been an unpleasant rumour here of another massacre of foreigners, which it is reported will occur on the 8th of August. This rumour has taken its rise in the interior. Little attention is paid to it so far, and it is believed to be a false alarm; but one never knows just when to expect the wolf. The matter has been officially brought to the notice of the local authorities, but the general belief is that there is no danger to be apprehended from the mob at present.

Chên, the Customs' Taoutai of Tientsin, has retired from office, and is succeeded by Sun, an expectant Taoutai, who takes charge of the office temporarily. Everybody is glad to see Chên retiring from office. He is not wanting in ability, but his obstructiveness and avarice have rendered him obnoxious to both Chinese and foreign residents. He is reported to carry with him in his retirement from office the neat little sum of Tls. 300,000. The squeezing among the inhabitants of the district under his administration will be remembered for a long time to come.

The Chinese officials here have been taking active measures recently to prevent a recurrence of the floods this year. They have prohibited the slaughter of cattle for beef, and interdicted all theatrical performances for the space of three days! Let us hope that this well-timed and sensible action will afford us ample security from the inundation!

SHANGHAI.

The present mail brings advices from this port to the 9th August; the P. and O. mail from London, 26th June, arrived out on the 5th August. The following summary of news is from the *North China Herald*:—

Rumours have been abroad during the past few days that the Chinese had concluded a loan for several million taels. So far as we can learn, nothing of the kind has been done in Shanghai. The only foundation for the statement seems to be that the Viceroy of Fohkien has been negotiating in Foochow for a loan, but it is said without any actual result as yet.

We hear upon pretty good authority that the Chinese, if they have not already done so, are about to stop the coal trade at Keelung, with the object of retaining the whole supply for Government use, and that the Japanese are taking a similar course in relation to the Takasima mines. If this be true, it looks as if each side were reckoning its resources with a view to the eventuality of war.

The screw steamer *Yengpau* (No. 12 of the Foochow fleet of war-vessels), a transport of 800 tons and 150 horse-power, commanded by Captain Aft, came into port a few days since and took up an anchorage below the shipping, to wait orders. The *Yengpau* is the third troopship that has arrived within the past fortnight, and is the handsomest vessel of the three. She is, we believe, bound for the Yangtsze ports. Like the two that preceded her, she has had temporary galleys constructed, in which are fixed five large rice-steamers, capable of cooking for 600 or 700 soldiers. In connection with the present rendezvous of Chinese troopships in the Yangtsze waters, we may mention a rumour which is afloat, to the effect that orders have been issued to the officials of the C. M. S. N. Co. to have their vessels ready to act on Government orders.

The French mail steamer *Meikong*, on her way down river on the 2nd Aug., after clearing the Bar, had her stem caught by the flood tide, and was swung out of the channel on to the North bank, near the French godowns. Here she stuck fast, and though she had the assistance of two tugboats, she was unable to get off. Hopes were entertained that as next morning's tide would be somewhat higher, she would then succeed, but she again failed. At low water she had only thirteen inches under her stem and thirteen feet aft. The firm hold the steamer took on the bank is accounted for by the fact that she was going at ten knots against the tide, to give her steerage way round Pheasant Point, and when the upward current caught her, as she had to come to some extent athwart stream, after clearing the narrow bar channel, her way could not be stopped in time. Boats were at work lightening her, and the mails and cargo were being transferred to the *Menzaleh*, for conveyance to Hong Kong, when on the 4th Aug. the *Meikong* got off quite unhurt, and proceeded on her way homeward, with the mails and cargo. The *Menzaleh* proceeded on her voyage to Hong Kong the same evening.

About 9 P.M. on the 2nd Aug. a fire broke out in the southern suburb of the city, near Tunkadoo. The fire originated in a coal and wood store, which, with numerous other buildings, including a large Canton josshouse, was completely consumed, the contents of the coal and oil stores feeding the flames. It covered an area of about 100 square yards. The locality was of course inaccessible to engines from the Settlements, but valuable advice and aid were given by a few foreigners, prominent among whom we noticed Messrs. Tyler (Gilman and Co.), Burrows (Butterfield and Swire), and More, Hong Kong and Shanghai Bank. These gentlemen had their attention attracted when coming down the river in a houseboat, and landed they made their way to the place and directed the operations of a Chinese fire company. A party, who landed with an engine from a gunboat in port, but with a large number of foreigners who went to the East Gate, returned on discovering the almost inaccessible nature of the situation. There was a good supply of water, which was carried to the spot in buckets by coolies, who were careful to get a sort of check for each bucket, presumably to secure payment afterwards. About midnight the fire had been brought under, but hundreds had been rendered houseless. Up till the following afternoon coolies were employed throwing water on the still smouldering ruins. There were upwards of one hundred houses destroyed, or much damaged. It was reported that one native was killed, and several severely injured by falling debris. The property destroyed amounted to many thousand dollars in value.

At the Mixed Court, the other day, a case came up admirably illustrative of the high social civilisation of the Chinese. A Soochow woman was sold by her husband to a brothel, and with her was given the usual body deed *(shên-chee)* signed by the impress of her husband's hand, under which sign manual the enlightened Chinese administrators of law recognise this vile system of bondage. Disliking the position into which she was thrust without power of resistance, the woman got some friends to advance money for her release, and having earned sufficient to pay them back, went to live in the French Settlement with a Chinese constable of the English municipal force, to whom she entrusted the document which represented her liberty. In due time they quarrelled, and the woman demanded the return of some money she had lent the man, together with the deed, but he refused to satisfy her as to either request. The woman appealed for redress to the Acting Superintendent of Police, who ordered the policeman to give up the paper, and took him before Chên, with a view to dismissing him from the force if the charge should be proved. The man produced a deed, which he declared to be the true one, but which the woman averred was a forgery, the impress of the hand being no larger than a child's. The magistrate said he could not recover the money the man was alleged to have got; and, as to the deed, if the one produced were not the true one, he could only compel the man to lodge an indemnity in Court in favour of the woman, against the possible production of any other deed. We believe the man's dismissal from the police force will follow upon the disclosure. The extraordinary thing about such cases is the deliberate recognition of those slave-dealing instruments, "body deeds," by the Chinese authorities. Custom is sacred in China, however, even when the custom is disgraceful; and probably the worthy magistrate could cover over such iniquities with a misty quotation from the Classics.

Our Chefoo correspondent mentions that a row has occurred at the new lighthouse works on the Shantung Promontory, in which one man was killed and one wounded. From another source we are told that the row probably arose between the Chefoo and the Ningpo coolies, about thirty of each of whom, with two Europeans, had been left to go on with the works. Captains of steamers are requested to look out specially for signals when passing the Promontory, and to note whether the temporary light is at work.

Steps are being taken towards the institution of a lodge of Good Templars in Shanghai. The necessary petition has already been drawn up, and signed by some influential members of the local Temperance Society, and will be forwarded to the Rev. J. S. Barradale, at Tientsin, the district deputy for China.

Mr. Avery, the new United States Minister to China, is expected by next American mail.

The *Herald* publishes the full text of the Convention and Treaty between China and Peru, the leading stipulations of which have already been noticed in our columns.

The assessment of damages in the collision case between the *Golden Age* and a junk has been begun by the examination of witnesses at the U.S. Consulate-General.

The U. S. S. *Ashuelot* has left for Nagasaki, her place being taken by the *Monocacy*, which came out of Tunkadoo Dock, where she had undergone cleaning and painting, prior to proceeding to Japan in a few days.

At the Mixed Court, before Chên and Dr. Yates, a well-known Chinese chief was charged with having entered a house in Portland-place, Hongkew, with intent to commit a robbery. He was sentenced to receive one hundred blows with the bamboo, and to undergo a fortnight's cangue.

In the Supreme Court Sir E. Hornby has given judgment on the appeal from the Court at Nagasaki, in which the master and owners of the barque *Misletoe* were the defendants and appellants, and Mr. W. L. Malcolmson plaintiff and respondent. The appeal arose out of a charter-party of the barque

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Misletoe, and the case was very simple. It was an action for damages for breach of charter-party for not repairing the *Misletoe* within a reasonable time. The decision was in favour of the appellants, and consequently reversed the decision of the Nagasaki Court.

FOOCHOW.

The *Herald* has the following :—

H.E. the Futai has returned to this port from the North. In view of the Formosa difficulty the Lekim and other arbitrary exactions will now doubtless be fully enforced. Troops are being rapidly pushed forward to Formosa, several thousand men having embarked at this port and Amoy during the week.

A Court of Enquiry into the conduct of Captain MacNabb, of the late s.s. *Canton*, has honourably acquitted the captain of all blame in connection with the loss of his vessel. The wreck of the steamer has entirely disappeared, and is now lying in about ten fathoms of water.

We believe that the Provincial authorities have succeeded in negotiating a loan with one of the local banks. Customs duty bonds will, we understand, be given as security. Preparations for war with Japan continue with unabated vigour. Large orders for firearms and munitions of war are being executed, and the Provincial Militia have been called out.

FORMOSA.

THE JAPANESE EXPEDITION.

A correspondent of the Hong Kong *Daily Press* writes as follows, under date Takow, 22nd July :—

It may now be regarded as an accepted fact that the Japanese have offered to evacuate Langkiaou on the payment of their expenses, amounting to something between a million and a million and a-half of dollars, and that the Chinese Commissioners have referred the demand to head-quarters. As, however, forty thousand foreign armed troops from the neighbourhood of Tientsin are under orders for Formosa, and many other warlike preparations, too numerous to mention here, are being made, there is very little probability that the Chinese contemplate agreeing to the Japanese terms. They have very much the appearance of trying to avail themselves of this proposition as a means of gaining time, and of delaying till they are more ready to take decided action. Nothing new has been heard very recently from Langkiaou ; but a most unfortunate occurrence has happened at Hong Kong, the little village north of Langkiaou, whose inhabitants invited the Japanese to come and defend them against the savages. One of the villagers there has been cut down and killed by a Japanese, from whose lust he was trying to protect his wife. The Chinese inhabitants, as they have been unable to obtain any redress, have closed their market against the Japanese, and will have no dealings with them. The temper of the two parties is such as to be a serious cause for apprehension.

Pan-ta-jen, the Assistant Commissioner, arrived here on the 20th July, with Mr. H. O. Brown, and has since left on his way South. A body of two thousand troops is shortly to be encamped at Takao. As there is nothing in the immediate neighbourhood of this little town but water, swamp, and hill, and barely room for the present population, the troops will have great difficulty in finding camping-ground. They are sure to be a source of annoyance to both the native inhabitants and the foreign residents.

The special correspondent of the China mail writes under date Amoy, 7th Aug., as follows :—I hear from a reliable source that the Japanese will not evacuate the island except on receipt of an indemnity for the expenses of their expedition. On the other hand, the Chinese laugh at the demand, and have sent an ultimatum to the Japanese to leave within 100 days from the 21st June. The Japanese have cut a road from Liangkiau in a direct line to the eastern coast, and have occupied the coast this side (west) to the north of the new road. Such being the case, a war is almost inevitable, and China is making every preparation for such a contingency. They have contracted, it is said, to have a cable laid from Taiwan to Amoy at a cost of $800,000. Whether this amount is correct or not it is impossible to say. The Chinese are concentrating their troops in Formosa, and every town in the island is to be strongly garrisoned. At Taiwan alone they have about 10,000 soldiers. Some 7,000 or 8,000 of Li Hung Chang's disciplined troops are coming down ; 5,000 or 6,000 from Canton, and about the same number from Chang Chowfoo. The last mentioned force will be despatched to Takow in few days. Large guns have been bought and Amoy is to be strongly fortified.

China is evidently determined to have it out, and is showing altogether a very strong front. She has one paramount advantage over Japan, and that is her great wealth. Her credit is ten times better than that of Japan, and in modern warfare money will to a great extent carry the day one would think ; for what can a country with an impoverished exchequer, and with her credit shaken, do ? It is fool-hardy on the part of Japan to plunge into a war with China. In her eagerness to bring herself into the comity of nations, she has gone mad, and the Formosan expedition is a clear illustration. She is going headlong to work without remembering that a nation is not to be made in one day. She would have done far better in looking after her internal affairs than meddling with other people's business. Let her rule her people properly first before she aspires to colonise other people's territory. Let the rebellious spirit of the Samourai be put down first before she seeks to civilise the savages living within the dominion of a friendly Power.

HONG KONG.

Our advices by the present mail extend to the 15th August ; the P. and O. mail from London June 26 was received on the 31st July, the following French mail of 3rd July arrived out on the 10th August, and the P. and O. mail of 10th July was received on the 13th August. We take the following items of news from the *China Mail* :—

A meeting of the Legislative Council was held on the 1st of August, present, his Excellency the Governor, the Hon. J. G. Austin, Colonial Secretary ; the Hon. Sir John Smale, Chief Justice ; the Hon. C. C. Smith, Colonial Treasurer ; the Hon. J. Bramston, Attorney-General ; the Hon. P. Ryrie, the Hon. Jas. Whittall, and the Hon. R. Rowett.

The minutes of the last meeting having been read and confirmed,

His Excellency introduced the business of the meeting by proposing the first reading of "an Ordinance to Consolidate and Amend the Laws Relating to Merchant Shipping, the Duties of the Harbour Master, the Control and Management of the Waters of the Colony, and the Regulations of Vessels navigating the same." The Ordinance was one of great importance, and the necessity for its passing now induced him to ask the Council to fix the earliest convenient day for getting it put through.

After some discussion the Governor then put it to the Council to fix the earliest convenient day for the second reading, and Monday week was agreed to for that purpose.

The Colonial Secretary submitted an Ordinance to authorise the appropriation of a supplementary sum, not exceeding $32,000, to defray the charges of the year 1873, which was read the first time. The Council then adjourned.

AUGUST 10, 1874.—Present : H.E. the Governor, the Hon. the Chief Justice, the Hon. the Attorney-General, the Hon. the Colonial Secretary, the Hon. the Colonial Treasurer, the Hon. P. Ryrie, J. Whittall, and R. Rowett.

Punctually at 2.30 P.M. the members assembled in the Council Chamber, when, his Excellency having taken the chair, the minutes of the last meeting were read and confirmed. His Excellency said that there were only two Bills to be brought before the Council, and that he thought the best plan would be to consider the second one first ; namely, the Bill to appropriate a sum not to exceed £32,000, whose provisions we noted in our last summary of proceedings. While the clerk was reading this Bill, the Colonial Secretary said that the increase to the Puisne Judge and others was sanctioned by a Home Ordinance.

Some conversation ensued on a question in relation to the fire department, put by the Hon. P. Ryrie, who was asked by the Governor to bring forward his question on another occasion. The questions were noted, and will be in due course responded to. The Appropriation Increase Bill was read and passed.

On the motion of his Excellency the Governor, the Shipping Ordinance Bill was read a second time and discussed.

Some discussion arose during the consideration of the third chapter, as to the salary to be paid to the members of the Marine Court, the number of members composing the Court, and the qualifications of the gentlemen of whom each Court should consist. The amount to be paid was agreed to, the opinion of the Council being evidently that $5 a day to the unofficial members was not too much. The Court is to be composed of five persons, and to be called the Vice-Admiralty Court of Hong Kong. At 5.10 P.M. the Council adjourned for further discussion till 2.30 P.M. on the 11th.

On the 11th and 12th., the discussion on the Mercantile Shipping Consolidation Ordinance was resumed, and the meeting afterwards adjourned until the 17th.

An extraordinary meeting of shareholders of the China Fire Insurance Company, Limited, was held at the Company's office on the 11th August, pursuant to a notice dated May 18, 1874. The following gentlemen were present.—Mr. H. Lowcock, Chairman ; Messrs. Jensen, S. D. Sassoon, Cairns, Dr. Dodd, R. Deacon, Boyd, Karberg, Russell, E. Sharp, G. Sharp, Burrows, Dr. Young, A. Andre, C. M. Kerr, Hall, Nelson, H. Smith, Nicaise, Wotton, A. Smith, Lyal, Hon. J. Ryrie, Heaton, Forbes, Hoppius, McIver. The notice of meeting was read by Mr. Jas. B. Coughtrie, the secretary, who then read the proposed alteration in Paragraph No. 1, Art. No. 104 of the Company's Articles of Association, as follows :—

"It may, except as by these presents is otherwise provided, invest the funds of the Company in or upon English, Indian or Hong Kong Government Stocks, Bonds, and Funds, or in or upon the Stocks, Bonds, Funds, and Securities of any foreign Government, Country, or State, upon mortgage on property in Hong Kong or elsewhere, and in or upon deposits or loans at interest to the banks established at Hong Kong or elsewhere, and may from time to time, subject to and in accordance with the provisions of these articles, convert or realise and re-invest the same as occasion requires."

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The Chairman explained the reason why the alteration was proposed to be made. He said that if the Company continued as prosperous as it had heretofore been, more funds would be in hand than could be invested in Hong Kong. The Directors wished to have power and authority to invest in other securities than these now permitted, and which would give a rate as good and profitable as the present securities.

Mr. S. D. Sassoon thought it was quite unnecessary to alter the articles. The present security was, he thought, as good as could be found; the capital was small—$1,000,000—and that was not too much to have invested here without going abroad for stocks, bonds, funds, &c. He thought that if the money was locked up abroad it would be difficult to get money when needed.

Mr. Sassoon proposed, and Mr. Deacon seconded that the proposed alteration was unnecessary. Mr. André sustained Mr. Lowcock by a few remarks, saying that it would be wise to allow the directors to invest their money in other securities than those at present specified. The proposition of Mr. S. D. Sassoon was then put and lost, and the original motion was declared carried.

Mr. Lowcock thanked those present for their attendance, and declared the meeting adjourned until Aug. 25.

The Hong Kong Chamber of Commerce have held a meeting relative to the blockade of the port by the Chinese Customs Cruisers, and have drawn up a memorial upon the subject for transmission to the Secretary of State, in which they strongly urge the Government to take some steps with regard to this evil, which most seriously interferes with the trade of the colony. One of the speakers stated his belief that if it had not been for the steamers, which cannot be touched by the Revenue cruisers, the trade of Hong Kong would long ago have been completely ruined. Some allusion was made at the meeting to the question of the revision of the P. and O. mail contract, but, as it appeared that this revision was only to be with reference to the steamers passing through the Suez Canal, it was decided not to take any steps in regard to the matter at present.

The *China Mail* says:—We are glad to see that the alteration and repairs of St. Stephen's Church (C.M.S.), Tai-ping-shan, are completed. A great improvement has been effected in the arrangement of the interior, the whole floor below the chancel being now level, and composed of red tiles and marble, whilst the chancel, approached by two steps of granite, is entirely of marble. A new pulpit of exceedingly chaste design adds to the attractive appearance of this interesting place of worship. The building is surmounted by a handsome cross, the gift of a well-known resident, and the whole of the work has been most substantially executed under the superintendence of the hon. architect, R. S. Alford, Esq. It is satisfactory to know that over one-third of the requisite funds have been given by Chinese Christians, members of the congregation assembling every Sunday for Divine worship.

The side-wheel steamer *Yotsai*, recently built by a Chinaman in Whampoa, for Mr. Acheong, of this place, went on her first trial trip on the 10th, and although she has in her only the old engines of the *Prince Albert* (a boat about half her size), she attained a speed of 10 knots an hour. She has a large airy saloon aft and an awning deck fore and aft, so that she will accommodate a great number of Chinese passengers.

SIAM.

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BANGKOK.

The steam rice mills are at work, though the amount of foreign shipping in port has been meagre in the extreme. Two steamers are now on the line to run regularly between this port and Hong Kong. They make some business. Another steamer, the *Asia*, independent of that line, left here last month for Hong Kong. Between this and Singapore the steamers *Ban Yong Seng*, *Paknam*, *Kromahtah*, *Bangkok*, *Chow Phya*, and *Kalahome*, run quite regularly. The two latter steamers, in addition to visiting the city of Bangkok, are engaged in commerce in the Siamese territory on the Bay of Bengal.

BORNEO.

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SARAWAK.

The Hon. J. B. Cruickshank has just returned from a tour of inspection of the stations under his jurisdiction. At Bintulu he found everything quiet and trade brisk. Here he heard that the fines imposed on the Kyans of Barram and Tinjir by the Sultan of Brunei relative to the murder of Sarawak subjects have been paid in full. At Muka the excitement caused by Haji Adil's disturbance has entirely subsided. The sago trade is being carried on with great spirit, owing to the high prices obtainable. Rejang news is satisfactory. At Kalaka he visited the Resident at Siratok (where he has built a fort). This place promises to become more populous than the town at the mouth of the river. Affairs at Simanggang give less reason for congratulation. Head-taking continues amongst the Dyaks near the border.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices from this port to the 22nd August; the French mail from London 17th July was received on the 16th August. The following summary of news is from the *Straits Times*:—

Though no residents have yet been appointed to the Malay States, the Government deem it prudent to send Mr. F. A. Swettenham—who has shown considerable aptitude for such duties in recent missions to Laroot and Perak—to watch over British interests at Salangore pending the appointment of a resident to that territory. The chronic disturbances arising out of petty jealousy between the chiefs in Salangore render this step necessary to prevent complications that, without any permanent benefit to the turbulent leaders, would paralyse the trade and retard the development of the country, and be seriously detrimental to the interests of British subjects, by whose enterprise and capital that trade is being conducted. It is, however, urgent that a resident, clothed with the necessary authority for the conduct of the business pertaining to his office, should be appointed to these states at an early day, in order that confidence in the stability of their government may encourage the embarkation of capital in the development of their fertile resources and the promotion of an untrammelled commercial intercourse with their people, which, while greatly benefiting the trade of this colony, must also exert a civilising influence upon the native population.

In accordance with instructions from the Secretary of State for the Colonies, when returning the Chinese Immigrants Ordinance of 1873 for amendment, a new Bill has been drafted on this subject, which, previous to being brought before the Legislative Council, has been submitted to the Chamber of Commerce for the opinion of that body on its practicability and probable effects. The Chamber have not yet concluded the discussion of the Bill, but so far as can be learned, the feeling among mercantile men and even among the leading Chinese residents, is adverse to any measure of this sort, as likely to check the immigration of coolie labour into the colony, without affecting the object in view, which is simply to protect the coolies from imposition on arrival, and would be better attained by exercising supervision over the engagement and shipment of emigrants from the colony, wherein lie the abuses complained of in the Chinese petition that gave rise to legislation on the subject.

The Criminal Sessions concluded at the end of last month, and the prisoner Moorbarrack, who was sentenced to death for the murder of his wife, underwent the extreme sentence of the law at the usual place behind the jail. He seemed much more concerned about venting his spleen on some of the officers of the Police who had had charge of him than in the adjustment of his temporal affairs or the preparation for his hereafter. He met his death with perfect coolness. It has been determined to hold an Autumn Race Meeting, and the programme is already published, showing three days' sport on the 20th, 22nd, and 24th October. The prizes offered are good, and as we have lately had numerous arrivals of superior horses from Sydney, uncommonly good racing is anticipated. Invitations have been issued for a Ball at Government House on the 3rd proximo in honour of Her Majesty's Birthday. It will be remembered that at the customary season for this festival, his Excellency and Lady Clarke were away at Penang and Perak. On the 12th inst. Captain Smith and officers of H.M.S. *Charybdis* gave a ball on board that vessel as she lay at the Tanjong Pagar Dock—which was attended by the Governor and Lady Clarke and the principal residents.

The presence of a man-eating tiger on the little island of Pulo Obin (the granite quarry of Singapore, first made known by the discovery of the mutilated bodies of two of his victims on two successive days, occasioned considerable excitement here about a fortnight ago, and a number of gentlemen proceeded over to the island to endeavour to dislodge him from his hiding place. Heavy rains, however, which made operations in the jungle impossible, prevented the execution of their design, and after two days they were obliged to return without having accomplished anything. Nothing has since been heard regarding the tiger, and though he may still be hidden on the island, it is quite as possible he has recrossed the straits to Johore; if not, however, the natives will, for their own safety, no doubt soon entrap him, the small area of the island rendering this comparatively easy.

The steamship *Alexandra*, Capt. W. J. Stuart, from Sydney and Queensland *via* Torres Straits and Samarang, with the Australian mails, arrived at Tanjong Pagar wharf. The following is the *Alexandra's* report:—

"Left Sydney on 17th of July, and Brisbane at 4 A.M. on Wednesday, the 22nd inst., called at the Northern Queensland ports, leaving Somerset at 6.20 A.M. on Thursday, the 30th inst. Passing to the Northward of Timor and through the Flores sea, arrived at Samarang at 2 P.M., on Saturday, the 8th of August; left again at 5.30 A.M. on the 9th, passed through the Carimata Straits on the 10th, and arrived in Singapore at noon on the 12th. Experienced light airs and calms with fine weather to Samarang, light variable airs and head winds with cloudy weather and rain at times, from thence until arrival."

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It affords us pleasure (says the *Penang Gazette*) to be able to announce that his Excellency the Governor in Council has appointed Mr. Walter Scott, of the firm of Messrs. Brown and Co., to be a member of the Legislative Council, *vice* the late Hon. F. S. Brown. The appointment is one which will receive the unqualified approval of all classes of the community in this settlement.

The Spanish frigate *Carmen*, Capt. Manuel Carvalho, anchored in the roads and saluted the British flag, the salute being returned from Fort Canning. The *Carmen* is from Bar Bcelona, bound to Manila.

Commercial Report.

(For dates see first page.)

IMPORTS.

CHEFOO.—Messrs. Wilson, Coruabé and Co. report:—During the past month business in Cotten Goods has been very languid, and the only fabric for which there has been any enquiry has been Mexican T-Cloths, and for this article of medium quality Tls. 1.40 to 1.42 has been readily paid. Grey Shirtings have been saleable, but only at very low prices. Other Fabrics, both plain and fancy, have been neglected. Iron—both Nail Rod and Bar—has been in fair enquiry, but Lead has not been asked for.

HANKOW.—The business of the fortnight had been of a limited nature although for the time of year it had been up to the average. No article had been in special demand and rates generally were unaltered.

SHANGHAI.—With the exception of common Grey goods, the market had been quiet throughout the fortnight, and there was little or no change in quotations. Cotton Goods: Rather a large business had been done in common 8¼lbs. Grey Shirtings, and the demand still continued. Common T-Cloths had also been in request, and showed a small advance. White Shirtings were without alteration. Drills were quiet again, and the natives had been offering to re-sell their late purchases at a decline. Fancy Cottons were unchanged. Woollens: There was little change to note, and business had been on a very limited scale. At the weekly auctions, Camlets showed a decline, but with this exception, prices remained unchanged. Market for Metals and Coals very quiet.

FOOCHOW.—Sales had been: Grey Shirtings, 8¼lbs., 500 pieces at $2.50 per piece; T-Cloths, 7lbs., 500 pieces at $1.85 piece; Do., 6lbs., 400 pieces at $1.65 per piece; Lead, 2,000 pigs at $8.00 to $8.25 per picul.

HONG KONG.—There had been very little doing in imports during the fortnight, and quotations showed little or no alteration. Prices, however, were weak and the dealers showed no disposition to buy, except to satisfy their most pressing wants.

BATAVIA.—There had been a quiet market for piece goods, though on the whole there had been a somewhat better general demand than existed at the date of our last advices; values, however, were without improvement, and in some instances a further decline had been established.

CANTON.—Lead has not been in much demand; LB was quoted $8 to 8.03 and WB $8.05 to 8.18 per picul. Quicksilver was enquired for at $191 to 192 per picul.

SINGAPORE.—During the fortnight, the market for all imports has been quiet; there had been little change in prices, the demand had been dull, and only a limited business had been done.

PENANG.—During the fortnight the market had been excessively dull, and prices had decidedly ruled in favour of buyers. Transactions in all classes of goods had been on the most retail scale, and prices were at the close extremely weak.

EXPORTS.

TEA.

HANKOW.—Messrs. Drysdale, Ringer, and Co.'s Report says:—Tea has continued to come forward freely since our last, arrivals for the week being 23,000 chests. The last two days there have been scarcely any fresh Teas put on the market, and we think the second crop leaf may now be considered all to hand. We make total arrivals to date, forty-four millions, or as nearly as possible the same as last year, so that the deficiency in the first crop, generally estimated at about two millions, has been fully made up. Two or three so called third crop Teas were shown a day or two ago. Not being liked here they have been forwarded to Shanghai, and it is said other parcels have been sent there direct. The quantity, however, will be very small, and scarcely worth noticing. We look for arrivals in quantity during the coming week. There is but a small business to report, settlements since 27th July amounting to only 3,053 chests and 4,320 half-chests. Prices show no appreciable change. Settlements have been assisted by the low freight and exchange, the former being reduced 10s., while credits have been settled as low as 5s. 11d. Sales are chiefly of Oonfars, ranging from Tls. 16½ to 19½. One or two Lee-lings have been settled at Tls. 17¼, and Shuntam packed at Tls. 15 to 15½ per picul.

KIUKIANG.—With the exception of a few small settlements all arrivals had gone forward to Shanghai on native account. Black Teas: Five chops had been settled at Tls. 21 for Ningchow, Tls. 17 to 20 for Kiukiang packed, and Tls. 21.3.0 for Hohow; total arrivals, 142,085 chests. Of Green Teas one chop of 511 half-chests had arrived and been shipped to Shanghai.

SHANGHAI.—Black: Purchases had again been very large, and showed quite as poor value as those of the previous fortnight. Previous prices had been fully maintained, and the liberal supplies which had come to hand had been hardly more than sufficient for the daily requirements; at the close there was no sign of the demand slackening. Many of the settlements had not been shipped, and the cargoes of the Norman Castle and Kaisow were already bought. The bulk of the business had been in Teas ranging from 1s. 2d. to 1s. 5d. The second crop had been very full, and had been remunerative to the natives. Third crops were beginning to arrive. Settlements for the fortnight, 54,200 chests; reshipments, 1,750 chests; stock, 36,000 packages. Quotations: Hohow, fair to finest, 1s. 1d. to 2s. 1½d.; Oonam and Oanfas, common to good, 11¼d. to 1s. 5¾d.; Ningchow, fair to fine, 1s. 3d. to 1s. 11d.; Oopack, fair to good, 1s. 1¾d. to 1s. 5¾d. Green: The chief feature of interest during the fortnight had been the opening of the market for country Teas at Tls. 47. After all that had been said about low prices in New York, and the heavy losses which importers were making, Teamen must have been very agreeably surprised to find their produc fetching 4 to 5 taels above prices of last season. The cup quality of the Tea seen thus far was rather above the average, but no improvement had been made in their appearance. Pingsueys had been in some demand, at lower prices. The late arrivals, although of good make and colour, had little to recommend them in favour. The following were about the prices paid:—For country Tea, Tls. 34 to 47 per picul; Pingsuey, Tls 21 to 44 per picul; Local-packed, Tls. 30 to 42 per picul. Settlements, 18,625 half-chests; stock, 61,410 half-chests.

FOOCHOW.—Messrs. Westall, Galton, and Co.'s Weekly Letter reports as follows:—There has been less doing in this market since 1st Aug., yet purchases during the week have been considerable. A large proportion of the settlements appear to have been made for the Colonial markets. Teamen have been keeping supplies short of the demand, and settlements during the week exceed the arrivals. Congou: Business has continued on the same terms as last quoted, no noticeable alteration in prices having taken place; good common and flavoury kinds have been dealt in to a considerable extent, whilst large purchases of dust and low broken kinds have been made, rates for these latter descriptions must still be considered as very full. The second crop is now nearly all to hand, and the third is arriving. Souchongs: A fair business has again passed in this description, prices showing no change. Oolong: Several parcels have been taken at Tls. 20¾ to 23 short, fully maintaining previous rates. The fine lines will now shortly be generally shown, as yet but one or two have been placed on the market, and it would be premature to judge of the quality. Flowery Pekoe: Only two chops have been taken, showing a considerable drop on last week's rates. Scented Teas: This description has met with less inquiry during the week, and prices are easier.

AMOY AND TAMSUI.—During the fortnight about 5,000 half-chests of Amoy Oolong, grading good to superior, had been bought for America on a basis of about $26 for good cargo, or say $4 over prices of first purchases last season. Operations had been confined to one buyer, and as no other offers were reported it was thought that further settlements were not likely to be made immediately. The arrivals aggegated 115,200 half-chests, and the total settlements to date 10,340 half-chests, leaving a stock of nearly 105,000 half-chests. At Tamsui a moderate business had been done, principally in Teas grading superior and under, at a decline of $3 to 4 per picul on rates previously current; finer grades were however very scarce and commanded fully previous quotations. About 3,000 half-chests had been shipped to Foochow for sale there, the quality of which was thought to be inferior, though no musters were shown by the Chinese before the Teas left Formosa. The total export of Formosa Ooloongs to date to all quarters was 1,378,147lbs., against 268,988lbs. last year.

CANTON.—Messrs. Deacon and Co's Report says:—The transactions in Tea, during the past fortnight, have been to a fair extent, and prices paid show scarcely any change from those quoted last mail. Latterly the stock of desirable Scented Teas has become somewhat reduced, and Teamen, unable to lay in fresh supplies of raw leaf on the same favorable terms as previously current, have been less eager to make contracts. Congou: A few purchases have been made in the medium class at Tls. 18 to 21 per picul. Scented Teas: Of Capers, about 3,000 boxes common to good common and clean have been taken at Tls. 11½ to 13 per picul, but the bulk of the business has been in the fair to medium description at Tls. 16 to 21, the general run being much on the same basis of value as current previously, though the prices reported for some parcels indicate great irregularity. In Orange Pekoes, there is no change to quote, and supplies continue very moderate; some rather common "new makes" have been settled as low as Tls. 12 per picul. The fortnight's business is summarised as follows:—Congou, 2,100 boxes, at Tls. 18 to 21 per picul. Scented Orange Pekoe, 5,000, at Tls. 12 to 25. Scented Caper, 21,000, at Tls. 11½ to 21.

SILK.

SHANGHAI.—The business for the French mail was done at a decline of Tls. 2½ on Chop Silks; "Chicks," Nos. 3, 3½, and 4, being bought at Tls. 397½, 375, 345, and "Gold Lions," Nos. 1 and 2, at Tls. 365 and 345. The market had been much quieter since, but these prices remained unaltered, owing to fictitious quotations being maintained, by a large proportion of the shipments being on Chinese account. Common grades of Tsatlee were Tls. 10 to 15 cheaper; but there was little change to notice in other kinds. Included in settlements were 300 bales for America, consisting chiefly of Re-reels; Tsatlees at Tls. 300 to 390, and Hainings, Tls. 320 to 420. Settlements for the fortnight, 3,500 bales. Total settlements since 1st June, 22,000 bales; against 1873-74, 16,500 bales; 1872-73, 25,500 bales. Comparative unsold stock, 1874, 18,000 bales; 1873, 8,000 bales; 1872, 9,000 bales.

CANTON.—Prior to departure of the French mail there was some demand, and 260 bales were taken, most classes of Tsatlee reel being dealt in, since then, however, the inquiry had subsided, and although Chinamen had been inclined to accept somewhat lower prices than were ruling previously, only a few bales of Loongkong were reported to have been purchased. Advices from home showed no improvement, and as stocks in Canton were considerable, a decline in rates were expected to take place. Loongkongs of best quality had been wanted to some extent, and as usual were in scant supply, and obtainable only in small parcels; 30 bales were said to have changed hands. Long-reels to extent of 150 piculs had been settled for th

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Indian market. Re-reels continued in limited request. Stock estimated at 900 to 1,000 bales Tsatlee, 200 bales Loongkong, 150 bales Cumchuck and Lucklow, 100 bales Kowkong, and about 200 bales of inferior sorts.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.	4s. 2¼d.	4s. 2½d.	4s. 2¼d.
Shanghai „	5s. 8¾d. to 5s. 8⅞d.	5s. 9⅛d.	5s. 9½d.
Canton „ ... / Hong Kong „ ... / Macao „ ...	4s. 2¼d. to 4s. 2⅝d.	4s. 2½d. to 4s. 2¾d.	4s. 2⅝d.
Singapore „	4s. 2¼d.	4s. 2½d.	4s. 2¾d.
Manila „	4s. 0¼d. to 4s. 1d.	4s. 0¾d. to 4s. 1⅛d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 307	223½
„ Hong Kong	27⅛ to 27½ dis.	—
Bar silver	Tls. 111.2.0	9½ prem.
Mexican dollars	„ 73.1.2	¾ prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 10 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 38 per cent. discount.
China Traders' Insurance Company, $700 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 10 per cent. premium
Hong Kong Fire Insurance Company, $317½ prem.
Union Insurance Society (new shares) $60 premium.
China and Japan Marine Insurance Company, Tls. 85 per share.
China Fire Insurance Company, $29 premium.
Victoria Fire Insurance Company, $19 premium
Indo-Chinese Sugar Company, 94 per cent. dis.
Shanghai Steam Navigation Company, Tls. 84 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 8¾d., at Hong Kong 4s. 2¼d., at Batavia F.11.75, at Singapore 4s. 2d.

CARGOES OF TEA AFLOAT.

Sailing Date.	Name.	From	Cargo—lbs.
June 6	Ada	Hankow	988,129
„ 16	Cutty Sark	„	1,270,651
July 8	Lammermuir	Shanghai	1,340,000
„ 17	Thermopylae	„	1,200,000
„ 25	James Sheperd	„	1,135,833
Aug. 4	Red Riding Hood	„	900,551
„ 5	Lauderdale	„	930,783
„ 6	Glamis Castle (str.)	„	2,340,580
„ 7	Priam (str.)	„	1,541,337
„ 8	Killarney (str.)	„	1,000,000
„ 9	Teheran (str.)	„	1,200,000
„ 13	Kaisow	„	1,100,000
„ 22	Lothair	„	1,300,000
„ 22	Leucadia	„	1,400,000
„ 23	Glenroy (str.)	„	2,000,000
Sept. 1	Wylo	„	1,300,000
„ 6	Mirzapore (str.)	„	2,000,000
July 26	Norman Court	Foochow	1,184,625
„ 28	Ascalon	„	1,000,000
„ 23	Sir Lancelot	„	1,200,000
„ 23	Dartmouth	„	900,000
Aug. 4	Forward Ho!	„	1,373,907
„ 4	Montgomeryshire (str.)	„	1,940,209
„ 5	Egeria (str.)	„	1,487,260
July 3	Deerhound	Canton	657,684
Aug. 1	Golden Spur	„	782,227
„ 22	Faith	„	700,000
„ 29	Pekin (str.)	„	1,000,000

THE MAILS.

PRESENT INWARD MAIL.—BRINDISI, SEPT. 25.—The P. and O. Company's steamer Malta arrived at 3.0 A.M., and the mail left for London at 7.15 this morning.

HEAVY PORTION OF PRESENT INWARD MAIL.—ALEXANDRIA, SEPT. 22.—The P. and O. Company's steamer Teheran left Port Said at three P.M., to-day for Southampton, where she may be expected about the 5th of October. Specie £680,000.

NEXT INWARD MAIL.—SUEZ, SEPT. 22.—The Messageries Maritimes steamer Sindh, with the inward French mails from China and Japan, left here to-day for Port Said and Marseilles, at which latter port she may be expected on the 30th inst.

INWARD MAIL DUE OCT. 19.—GALLE, SEPT. 22.—The Messageries Maritimes Company's steamer Anadyr, with the inward French mails, from China and Japan, left here to-day for Aden.

OUTWARD MAIL OF SEPT. 18.—SUEZ, SEPT. 25.—The P. and O. steamers Hydaspes and Zambesi left at 4.0 P.M. to-day for Bombay and Calcutta respectively.

OUTWARD MAIL OF AUG. 28.—GALLE, SEPT. 22.—The Messageries Maritimes steamer Irawaddy, from Marseilles 30th Aug., left here to-day for Singapore.

OUTWARD MAIL OF AUG. 14.—HONG KONG, SEPT. 22.—The French mail from London Aug. 14 arrived here to-day.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, July 31, Leucadia; Aug. 4, Lothair; from Liverpool, 5, Patroclus (str.); from London, &c., Sept. 18, Mary Whitridge; 24, Antenor (str.).

At HONG KONG and CANTON.—From London, July 31, Glengyle (str.); 13, Galley of Lorne (str.), Glenfinlas (str.); from Cardiff, Aug. 3, Comet; from Southampton, 13, Mirzapore (str.).

At SINGAPORE.—From London, Aug. 7, Mirzapore (str.); 16, Charles Albert (str.); 18, Aurora Australis; from Liverpool, 7, Hector (str.); 8, Robert Kerr; 11, Buena Ventura (str.); 14, Cameo; 21, Diomed (str.); from Cardiff, 9, Johanna Margaretha; 15, Elizabeth Child; 19, Anna; 20, Alblasserdam; 21, Ferdinand Bruhm; from Newcastle, 9, Tynedale; 11, St. Bernard; from Glasgow, 11, Princess Louise; from Hamburg, 9, Iphigenia; from London, &c., Sept. 21, Banda; 22, Cawdor Castle (str.).

At PENANG.—From Liverpool, Aug. 19, Diomed (str.).

At BATAVIA.—From Glasgow, Aug. 12, County of Lancaster; from Greenock, 14, Mauritius; from Texel, 3, Thorbecke; 13, Madura (str.); from Rio Janeiro, 4, Indus; 12, Milo.

At YOKOHAMA.—From Liverpool, Aug. 4, Cathaya.

DEPARTURES.

From SHANGHAI.—For London, Aug. 5, Red Riding Hood; 6, Glamis Castle (str.); Lauderdale; for New York, Sept. 21, John R. Worcester.

From FOOCHOW.—For London, Aug. 4, Montgomeryshire (str.); 4, Forward Ho; 5, Egeria (str.).

From HONG KONG and CANTON.—For London, Aug. 13, Glamis Castle, for Callao; 2, Fray Bentos; 10, Providencia, Macao.

From SINGAPORE.—For London, Aug. 10, Cassandra (str.); 15, Montgomeryshire (str.); 17, Priam (str.); 19, Glamis Castle (str.); 17, Ambota (str.), via Cadiz; for Liverpool, 10, Leon (str.), via Cadiz; for New York, 8, Olivia Davis; 19, Evening Star.

From PENANG.—For London, Aug. 11, Luzon; 21, Elly.

From BATAVIA.—For Channel, Aug. 7, Island Bell; for England, 7, H.M.S. Cadmus; for America, 1, Andromeda; 10, Kandanghauer II.; for Holland, 15, Kosmopoliet III.

FREIGHTS AND CHARTERS.

At SHANGHAI.—Rates for London, by steamers, are £3 per ton of 40ft., and £3 per ton of 50ft., sailing vessels.

At FOOCHOW.—To London, per steamers, £3 per 40ft.; sailing vessels, £3 10s. per 50ft.

At HONG KONG AND CANTON.—None.

At SINGAPORE.—To London, sailing vessels, £2 10s. to £2 12s. 6d. dead weight, £3 5s. light cargo; to New York, £2 tin; £2 15s. tapioca; £3 5s. pepper; £3 15s. hides.

At PENANG.—To London, bag sugar, £3; basket sugar, £3 5s.; black pepper, £3 10s.; hides, £4. The Lord of the Isles (str.) will fill up at £2 for tin; tapioca and tapioca flour, £3 10s.; measurement, £4 10s.

At BATAVIA.—To Rotterdam, f. 70 to f.72.50 coffee; f.65 sugar. To America, £3 15s., to load at the Eastward.

VESSELS LOADING.

At SHANGHAI.—For London, Killarney (str.), Glenroy (str.), Patroclus (str.), Norham Castle, Kaisow; for New York, Pleiades (str.), Bengal, John R. Worcester.

At FOOCHOW.—For London, Historian, Undine; the Leucadia and Eliza Shaw are expected.

At HONG KONG and CANTON.—For London, Sing Tai.

At SINGAPORE.—For London, Cameo, Tynedale, H. W. M.; for Liverpool, Bertie; for Hamburg, Experanza; for Boston, Belle of Southesk, Escort; for New York, St. Bernhard.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
July 27	Nevada	Batavia	Falmouth
„ 29	Remus	London	Yokohama
„ —	Leonora	Hamburg	—
„ —	Ulva	Singapore	Channel
„ 30	Jessica	Liverpool	Yokohama
„ —	Aurora	Bordeaux	Saigon
„ 31	Atlantic	Cardiff	Hong Kong
Aug. 1	Dan	Hamburg	Do.
„ —	Indus	Rio de Janeiro	Batavia
„ 2	War St. Basalisk	Singapore	Cape of G. H.
„ 6	Merse	Manila	London
„ —	Caller Ou	Ilo Ilo	New York
„ 8	Island Belle	Cheribon	Channel
„ 10	County of Lancaster.	Glasgow	Batavia
„ 10	J. C. Monro	London	Shanghai

LATEST TELEGRAMS.

KASHGAR AND CHINA.

(TIMES' TELEGRAM.)

BERLIN, SEPT. 23.—An insurrection has broken out in Khokand. The Khan sent for help to Tashkend, but Russia declined to interfere. Should the Khan be dethroned his territory will possibly be added to the dominion of Yakoob Khan of Kashgar, who is a Khokande by birth, and recently obliged the Russians by driving a Chinese force from the Kuldsha frontier.

THE WAR IN ATCHIN.

THE HAGUE, SEPT. 21.—The following despatch has been received from the Governor-General of the Dutch Indies, dated the 19th inst.:

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—"Great Atchin does not yet give evidence of a conciliatory disposition. Our military positions there have been fortified. Entjoeng and Djolo have submitted. The Rajah of Patty will visit Batavia."

THE BELGIAN MINISTER AT PEKING.

BRUSSELS.—The *Echo du Parlement* confirms a rumour according to which the Emperor of China has refused to receive the new Belgian Minister.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Sept. 24, off Scilly, from Akyab, Olive Southard; at Liverpool, from Manila, Leon (str.); at San Francisco, from Zebu, Aristos; 24, at Liverpool, from Rangoon, Bertha; off Scilly, from Akyab, Wm. M. Reed; 22, at Texel, from Rangoon, Maria P.; Mathilda; 23, at Helvoet, from Rangoon, Antias; 27, at London, from Singapore, Monte Lago; from Foochow, Cassandra (str.); Cheops (str.); 26, at Liverpool, from Rangoon, Prince Victor; 27, at Queenstown, from Akyab, Summer Cloud; at San Francisco, from Yokohama, John Rennie; 22, at Bremerhoven, from Akyab, Scopo; 23, Aimo; 24, Markland; 28, off Deal, from Lisbon and Foochow, Gordon Castle (str.).

DEPARTURES.—Sept. 24, from London, for Cardiff and Singapore, Vanguard; 30, from Penarth, for Singapore, Andras Rickmers; 24, from Newport, for Singapore, Constantia; from Penarth, for Singapore, Adelheid, Jerband; 25, from Cardiff, for Galle, Sophia.

SPOKEN.—H.P.K.F. (Rover of the Seas), Singapore to London, June 30, 19 S., 85 E.; Henrietta Elisabeth Susann, Rotterdam to Sourabaya: Sept. 20, off St. Catherine's Point, Trinidad (ship), Cardiff to Batavia, Aug. 12, 6 N., 24 W.

CASUALTIES.—A telegram received at Rotterdam, Sept. 23, announces that the Dutch ships Louise, Vogelzang, and Triton, Oostrum, had been driven against one another at Sourabaya, and sustained damage.

YARMOUTH, SEPT. 20.—The smack Surprise, of Ramsgate, Blackburn, was run down last night off this place, by the Ellen Beatrice, Thompson, from Shields to China; crew saved.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BROOKE—On the 26th Sept., at 31, Albemarle-street, the wife of The Rajah Brooke, of a son.

HOPKINS—On the 3rd August, at Shanghai, the wife of Dr. Hopkins, of a daughter.

JONES—On the 6th August, at Honkew, the wife of James Jones, of a daughter.

NEWCOMBE—On the 29th Aug., at Hiogo, Japan, the wife of Edward Newcombe, C.E., of a son.

REEVES—On the 4th August, at Ningpo, Mrs. George Reeves, of a daughter.

RODYK—On the 10th Aug., at Banda Illier, Malacca, the wife of William Alexander Rodyk, of a son.

MARRIAGES.

ANSTRUTHER—FARLEY.—On the 15th June, John Newdegate Anstruther, fourth son of the late Philip Anstruther, Colonial Secretary of Ceylon, to Julia Georgiana, second daughter of the late Daniel Farley, of Worcester.

BUSH—LESTER.—On the 16th Sept., at the parish church, Stoke Newington, by the Rector, James E. Bush, formerly of Newchwang, China, to Clara, youngest daughter of the late James J. Lester, solicitor, of Lea.

DREW—DAVIS.—On the 17th Aug., by the Rev. Joseph Henry Allen, Edward B. Drew, of H.I.M. Customs, China, to Anna A. Davis, daughter of James Davis, Medfield, U.S.A.

SELBY—GARRETT.—On the 19th Sept., at St. Margaret's Church, Lee, Kent, by the Rev. F. R. Smith, B.A., Curate of St. Paul's, Stratford, Charles Frederic, elder son of Frederick Selby, of Ravensbourne-park, Lewisham Kent, to Elizabeth Margaret, younger daughter of the late Jabez Garrett, of 79½, Watling-street, and Mrs. Garrett, of No. 33, Granville-park, Lewisham.

DEATHS.

DILKE—On the 20th Sept., at 76, Sloane-street, Lady Dilke.

EIMBCKE—On the 9th August, at Macao, Adolph Eimbcke, Consul for Peru at Hong Kong.

LUCE—On the 6th August, at Shanghai, Alfred E. Luce, a native of Massachusetts, aged 30 years.

LOSE—On the 18th Aug., at Singapore, Edward Lose, aged 63 years, born at Rendsburg, Holstein, and for many years a resident.

RATSEY—On the 2nd August, at Shanghai, the beloved daughter of Captain Ratsey.

RENNIE—On the 18th Sept., at Coombe Wood, Surrey, the residence of his father-in-law, J. Coyagarne Sim, William Hepburn Rennie, C.M.G., Lieut.-Governor of St. Vincent, and formerly of Hong Kong, in the 46th year of his age.

RUIZ—On the 4th August, at Shanghai, Teresa Ruiz, aged 25 years, a native of Mexico.

WILLIAMS—On the 5th August, at Foochow, suddenly, Robert Pennington Williams.

Miscellaneous.

The Vigilant, Lieut.-Commander Hugh C. D. Ryder, Vice-Admiral A. P. Ryder's despatch vessel for the China Station, was inspected by him at Portsmouth on the 21st inst. Next day she left the harbour for her trial and the swinging of compasses; and in the evening she sailed for China, Vice-Admiral Ryder proceeding in her to Plymouth. The officers of the Vigilant are Lieutenant J. W. Balliston, Sub-Lieutenant Frederick O. Pike; Chief Engineer, Henry Jones; Assistant-paymaster (in charge), W. J. Stewart Cannon; Surgeon (in charge), R. A. Mowll, M.D.; Gunner, W. Ricketts; Engineers, R. Sutherland and G. Triggs; Assistant-engineer, G. H. Hearson. The ship's complement is seventy-three officers and men.

The Lapwing, 3, gun-vessel, Commander Sir W. Wiseman, has been commissioned with a complement of ninety men for the China station. She is to relieve the Thistle.

The report of the Hong Kong and Shanghai Bank, a telegraphic summary of which has already appeared, will be found in full in our Advertising columns.

THE P. AND O. STEAMER "SURAT."—This vessel, which has been lengthened, was tried at the measured mile in Stokes Bay on the 26th, before resuming her position in the mail service with the East. The alterations have been effected by her original builders, Messrs. Day, Summers, and Co., of Southampton, by whom the ship was cut in two in the west graving dock and lengthened 40ft. 4in. Her original horizontal engines have been superseded by compound engines of 530 nominal horse power capable of indicating 2,900-horse power, and calculated to drive her at a speed of 13½ knots per hour. The cylinders are 48 and 96 inches in diameter respectively, with 4ft. 6in. stroke, and she is propelled by one of Griffiths's three-bladed screws, 18ft. in diameter, and with a pitch of 22ft. The present dimensions of the vessel are—Length between perpendiculars 356ft. 6in.; breadth of beam, 41ft. 6in.; depth from top of floor to spar deck, 30ft. 3in.; tonnage, builders' measurement, 3,057, and gross, 3,141 tons. She is elegantly fitted throughout with every arrangement for the comfort of passengers. At the trial on Saturday, with an average pressure of 61½lb. of steam, vacuum 24¾ inches, and 64¾ revolutions of engines per minute, the vessel attained a mean speed of 12.247 knots per hour, which would have been considerably higher had the ship been in better trim, she having only 700 tons dead weight on board, and the fans of the screw working eight or nine inches out of the water. Her draught was 15ft. 6in. forward and 17ft. 11in. aft. Owing to the recent alteration, the *Surat* is now capable of carrying over 800 tons of cargo more than before on the same draught of water, and it is fully expected that she will regularly make 10 knots per hour at sea on a daily consumption of 28 tons of coal. The *Surat* arrived in the Victoria Docks at two o'clock on the 27th, and she will leave Southampton on the 8th October, with the heavy India and China mails.

DEPARTURE OF MISSIONARIES FOR CHINA.—On the 18th inst. a meeting was held in St. George's Presbyterian Church, Liverpool, to commend to God's gracious care the band of missionaries who were to sail the following day in the *Glaucus*. Mr. and Mrs. Macgregor, Mr. Gibson, Mr. Barclay, Miss Ingram, and Miss Dickson were all present. A large number of friends were present to bid them farewell, including the mother and two sisters of Mr. Gibson, and the mother, four brothers, and one sister of Mr. Barclay. A few minutes of quiet were secured after the luggage had been all taken on board, and a brief prayer-meeting was held in the saloon, the devotions of the meeting being led by the Rev. Jno. Gordon, brother of one of our missionaries, and the Rev. R. H. Lundie.

THE P. & O. COMPANY'S FLEET.—The new steamer Thibet (sister ship to the Teheran), will leave Dundee on the 3rd, and shortly take her place on the line. The Deccan, Sunda, Poonah, and Avoca, now under repair, will all be ready for service before January. The trial of the Surat, after lengthening, will be found in another column. The vessels in the Victoria Dock are the Surat, Thibet, Cathay, Peshawur, Malwa, Khedive, China (under repairs); and at Southampton, the Hindostan and Tanjore (under repairs).

A MAN calling himself Julius Mendelsshon, but whose real name is supposed to be Julius Lisser, has just committed suicide in a New York prison. He is believed to have been formerly an interpreter at Yokohama, and was recently convicted of forgery, and sentenced to five years imprisonment in States Prison, New York.

THE launch of the Lighthouse steamer *Meiji-Maro*, for the Japanese Government, took place on the 26th inst., from the yard of Messrs. Napier and Co., Glasgow. She is a spar-deck iron screw 225 ft. long, 30 beam, depth of hold to spar-deck 22 ft. 6.

Literature.

Translations from the Hakayit Abdulla. With Comments by J. T. Thomson. Henry S. King and Co.

"As I compose this work on myself, so I shall call it the Hakayit, or Autobiography of Abdulla." Such is the explanation given of the title by the author, and Anglicised by the translator. From the preface of the latter—who addresses it, Otago, New Zealand—we learn that the MS. was handed to him eighteen years ago, and written in the Malay language, though the characters are "essentially Arabic"—a specimen of which faces the title page. In performing his task Mr. Thomson has done full justice to the memory of the author, in bringing it before the English reader with profuse comments on each passage, which amount to nearly as much subject matter as the text itself. By this means a great deal that would be otherwise obscured is explained. Indeed, if any fault is to be found with the commentary, it is being too diffuse, and containing personal remarks upon some eminent characters mentioned in the narrative that would have been much better expunged. A generation has passed away since the events occurred in the Indian Archipelago to which the autobiography of Abdulla relates, and though a humble witness of the foundation of what are now designated the "Straits Settlements," nevertheless his descriptions of the leading men in these transactions, and their consequences, are graphic and truthful. Without entering into details, the chief interest of the book centres in the account given of Singapore and its successful establishment by Sir Stamford Raffles and Colonel Farquhar, after the British had abandoned Malacca on the 18th September, 1818, when it was transferred to the Dutch, according to a European convention. Abdulla was a native of that city, where he was first taken notice of by Sir Stamford as an expert and intelligent Malay writer, some ten years previously, when he was about twenty-one years of age, and afterwards employed as a translator. It was in this capacity that he saw so much of his master and other British officials; at the same time his own natural shrewdness and powers of observation, as evinced in these translations, show that he was more than an ordinary observer of events and their leading characters. When the island of Singapore was occupied by treaty with the Tomongong of Jahore, on the 9th February, 1819, the site fixed on for the settlement was a marsh

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and it became an important matter how to fill this up, and extend the town. On this head Abdulla has the following :—

Now Mr. Raffles and Colonel Farquhar consulted about extending the town of Singapore, when the latter thought that Campong Glam was the direction for the mercantile part and the bazaars; but Mr. Raffles opined that the other side of the river was the proper site. To this Colonel Farquhar objected, the place being nothing but swamp, with bad water; and, besides, the cost of raising the land would be great. To this Mr. Raffles replied, that if Campong Glam were made the place for merchants, the other side would be a mere waste for hundreds of years, and not even then improved. Thus they were full of thought, one saying this and the other that; each devising plans. So they thought over this for three days, when it struck Mr. Raffles that he might cut down the hill near the Point, and spread it on the marsh. So Chinese, Malay, and Kling coolies, to the number of two or three hundred, were set to dig and carry the earth; others were set to break the rocks, which were here very plentiful and large. So each set to their special work as if a battle were raging. Now at this time the price of labour was high, viz., one rupee a day. So at night a bag was required to carry the money for the payment of the labourers, and Mr. Raffles visited the works, to give directions to the overseers who had charge of the men. Nor was Colonel Farquhar idle, being on horseback every morning, seeing that the land was sectionised far and near, which he sold by auction, or else gave away; for all was under forest,—the object being to get it cleared. Now Colonel Farquhar suggested that I should take a bit for myself at Campong Glam, as he thought it would be the mercantile quarter; so I took me to a place thereon with plank walls, but I remained there under constant fear, as I was surrounded by forest.

Abdulla was a Mohammedan, but in the course of his experiences among the British he became indoctrinated into the tenets of Christianity, and he frequently enters upon the subject in his autobiography, but his commentator mentions that he never became a convert. There are many other matters of interest connected with Malaysia and its people, which are well worthy of perusal, and we commend the book to all who take an interest in the Straits Settlements.

Dr. J. Forbes Watson, M.A., M.D., has just written a pamphlet on the "Establishment in Connection with the India Museum and Library of an Indian Institute for Lecture, Inquiry, and Teaching, and on its Influence on the Promotion of Oriental Studies in England, and on the Progress of Higher Education among the Natives of India, and on the Training of Candidates for the Civil Service of India." Dr. Watson urges the necessity for the establishment of an institute for the advancement of our knowledge of India, and he advocates the project upon other than political grounds, believing that an establishment of the kind indicated would promote many objects which are in themselves of interest to both countries, quite apart from any political significance which they may possess. Dr. Watson's views on the subject are so clearly put forth and so excellent in their object that his scheme ought to obtain support from all those who are interested in the development of Oriental studies, and who desire to see a closer connection existing between our own country and India.

Trübner's Oriental Literary Record informs us that it is proposed to establish at Newburyport, United States of America, a University of Modern Languages, each language to be imparted by a native of the country where it is spoken; but the most notable feature of the scheme is to lodge each student in a family speaking the language he is studying, and so materially aid his progress. It is reported that applications for admission have already been received from many Brazilian, Cuban, Japanese, Chinese, and Mexican young men. With regard to the science of religion we are also informed in the same periodical that Messrs. Trübner and Co. have issued a catalogue of nearly three hundred volumes, treating of the religions of the American Indians, the ancient classical countries, Scandinavians, slaves, Teutons, Brahmans, Buddhists, Confucians, Tauists, Mahommedans, and Zoroastrians.

We further learn from the *Monthly Record* that Mr. Charles Rudy has published an English and Chinese Grammar (Mandarin language), on the Ollendorffian method, in three volumes. This grammar is so arranged that it corresponds, page by page, with the Ollendorff grammars of other languages; so that a German or Russian, by the aid of his own grammar, can study Chinese, although he may not be able to read the English sentence placed opposite the sentence in this grammar. This plan will be of immense use to Chinese who wish to study European languages, as it will give them the opportunity of learning any language of which Professor Ollendorff has published a grammar.

In the September number of the *Oriental* there are several papers of especial interest to our readers. "Notes from the Journal of a Tour in the North of China," by Dr. Legge, is sure to attract attention; while a continuation of the paper called "Japan Visited by an Old China Resident" (Mr. Edkins) is well worthy of note. "An American's Travels Round the World" describes a visit paid to China and Japan by the late Mr. W. H. Seward.

A work entitled "The Straits of Malacca, Indo-China, and China, or Ten Years' Travels, Adventures, and Residence Abroad," will shortly be published by Messrs. Low and Co. It is from the pen of Mr. J. Thomson, the photographer, and will contain a narrative of the writer's personal experience and adventures in the Straits of Malacca, Siam, Cambodia, Cochin China, and China.

The current number of the *Oriental Magazine* contains an article entitled "Notes of a Tour in North China," by the Rev. Dr. Legge, also one on "Japan from a Chinese Resident's Point of View," by the Rev. J. Edkins.

GERMANY.

(FROM OUR OWN CORRESPONDENT.

HAMBURG, SEPT. 22.

The assassination of Herr Ludwig Haber, Acting Consul for German at Hakodadi, has made a painful sensation in this country. The unfortunate gentleman was a native of Brieg, in Silesia, and the intelligence of his death was first received in a telegram from the Japanese Government to the Foreign-office at Berlin. In the absence of Prince Bismark the news was communicated by the Director of the Foreign-office, Baron von Philipsborn, to the brother of Herr Haber, adding that the sad event was confirmed by a despatch from the German Embassy at Japan. The assassin is a Japanese Samirai, who has been arrested, but the motive for the murder is not known yet. Herr Kempermann, the interpreter to the German Embassy, has been sent off in the corvette *Elisabeth* to Yesso to obtain the necessary information.

From the official returns published by the Statistical Department of our Board of Trade here, it appears that the number of vessels that arrived in this port in the first eight months of the present year was 3,477, of 1,391,520 register tons, against 3,614 vessels and 1,332,980 tons in the corresponding period (from January 1 to the end of August) of 1873, showing a falling off in the number of ships, but an increase of 60,000 tons of carrying capacity. The number of steamers arrived was 1,758, against 1,668 last year.

As I intimated in my last letter, the Danish Government have now decided to appoint an Envoy to the Courts of Peking and Yedo, and have selected for that mission a military diplomatist in the person of Major-General Raasloeff, who was at one time Minister for War, and formerly accredited as Danish Ambassador with the Government at Washington.

With reference to the sale of the armour-plated frigate *Danmark*, the Copenhagen semi-official *Dagbladet* says that the cancelling of the contract was carried from considerations of a political nature, as it was ascertained that the English purchasers, Messrs. Baring Brothers and Co., of London, intended to sell the vessel to one of the two East Asiatic Governments, between whom hostilities were then about to break out, but with both of whom Denmark was in a state of peace and amity. It was thought that the sale might be looked on as a breach of neutrality, and lead to complications that had better be avoided. The *Danmark* was built in England just before the Danish war with Germany, but did not take part in it, as she was not allowed to go out o the country till the war was over. f

The German Transatlantic Steam Company of this city—the so-called "Eagle line"—have convened a special general meeting of the shareholders for the 24th inst. at the Exchange Rooms, to report on the state of the company's affairs and prospects (which latter are not very brilliant, seeing that the shares are now worth 27 for 100 thalers), and to ask leave to authorise the directors to raise 750,000 thalers by a second preference loan. It is expected that at the meeting a proposal will be made to sell the ships and wind up the concern, as they are unable to compete with the old Hamburg-American Steam Company (whose shares, notwithstanding the competition, are quoted 2 per cent above par).

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, SEPT. 23.

The day before yesterday the Session of the States-General was opened with a Speech from the Throne. The ceremony was of the usual character, and those who were of opinion that the speech would contain a programme of the Ministerial intentions are certainly much disappointed. The Ministers make many promises; but on the chief questions of the day they maintain a complete reserve. "The news from Atchin—his Majesty says—leads me to expect that by prudence and perseverance the resistance now offered to the Dutch authority will be vanquished." This means that the war will be continued—which is certainly not what we wished. "The state of the Indian Archipelago is otherwise satisfactory. The crops give promise of a good produce. It is my intention to lay before you shortly proposals for new railways in Java." These are the most important, but very meagre clauses of the speech which refer to Java. As a matter of course, we were greatly disappointed to find that not one word was said about the Reform Bill; but, on the other hand, it is regarded as satisfactory that the Cabinet intend to make dry land of the Zuyderzee, and to assist the company, which has undertaken to make a canal from here to the North Sea. For the rest a great many Bills are promised, as they have been promised for several years past, and of course there is not the least chance of these promises being fulfilled. We know only this, that the Ministry means to work, and let us hope that the Second Chamber will not make their labours of no avail.

The election at Tiel has had no definitive result, and another election must take place between Messrs. Van Rappard and Dyckmeester, neither of whom obtained an absolute majority. In Amersfoort Mr. Van Asch van Wyk, the anti-revolutionary candidate, was elected. At Harlingen Mr. de Roo van Alderwerelt, a radical, was elected without opposition, the ex-Minister, Fransen van de Putte, declining a request to become a candidate. Another election must take place at Hoorn, Mr. Van Akerlaken being elected member of the First Chamber.

In the First Chamber the newly-appointed President, Mr. Vos Van Steenwyk, has delivered his speech, which had no political significance. The Second Chamber has re-elected Mr. Dullert as President, but their choice has yet to be approved of by the King.

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THE NEW STEAMERS FOR THE PACIFIC MAIL STEAMSHIP COMPANY.

The American papers say :—The *City of Peking* and the *City of Tokio*, the twin steamships recently built for the Pacific Mail Steamship Company, possess a peculiar interest as experiments in American naval architecture. Considering the long period for which we have been out of practice in steamship building, and that Great Britain, for many years past, has been doing four-fifths of the whole of this kind of construction that has been done in the world, we stand at an important disadvantage, so far as respects experience, in competition. Our work, however, is now before the world, and the results of these two vessels, when they come to be fairly tried, must go far towards determining the future of iron steamship building in the United States. The cost of these vessels comes so near that of construction in Great Britain that it may be conceded we have conquered that obstacle to competition with our chief rival. The points that remain to be tested are strength, speed, and economy of working. As to strength, there is perhaps but one point that remains open to doubt. The builder has not adopted the principle of underlaying the upper deck with a coating of steel riveted to the sides of the vessel, constituting the ship virtually an iron tube, which has been incorporated by some of the Atlantic companies in the structure of their ships, with a vast acquisition of strength ; and it remains to be seen how the *City of Peking* and the *City of Tokio* will stand the powerful strain to which they will be exposed in the rough waters on the eastern and southern shores of Japan and in the Yellow Sea. They may prove strong enough for their purposes, considering that they carry light cargo ; but it is certain they would have been stauncher with this modern improvement. It has long been a question between American and British steamship builders whether wider beam and greater depth, and consequently superior carrying capacity, cannot be reconciled with the attainment of the highest speed. Our builders have taken the affirmative side of this problem, the British the negative. The *City of Peking* has been constructed upon the American idea ; and her performances will go far towards settling this disputed point. She is 423ft. in length, which is somewhat below the length of the recently-built English iron steamers ; but her breadth, being 48ft., is 4ft. greater than theirs, and her depth being 38ft. is from four to six feet more than theirs. But, so far, we have had no means of testing the two principles ; nor could we have a satisfactory trial except under the circumstances of the two classes of vessels running in the same waters and with the same kind of cargo. The run out of this harbour and outside of Sandy Hook made by the *City of Peking* on Saturday last affords no criterion whatever of her speed as compared with several Liverpool steamers which were leaving the port at the same time. It was no race. At the same time, it must be allowed that the tests of speed have thus far proved very satisfactory, and leave room for hope that Mr. Roach has at length demonstrated the truth of the American principle. She makes 14½ to 15 knots an hour, with 53 revolutions per minute, and 57lb. of steam. On returning to New York from Boston on the 9th of September she sailed from Sandy Hook Light to Governor's Island, 18 knots, in one hour and four minutes, the tide favouring her. The belief is that she can make at sea 15½ knots an hour, with a consumption of 70 tons of coal a day. In respect to capacity, the *City of Peking*, being of 5,080 tons, has a larger tonnage than any of the steamers at present plying between this port and Europe, the New York Custom-house register being in each case accepted as the standard. We have not the means at hand for comparing her with the large new vessels of the Peninsular and Oriental and other European-Asiatic lines, but she probably exceeds the capacity of any of those steamers.

THE SIMONOSEKI INDEMNITY.

(BOSTON ADVERTISER.)

The first instalment of the indemnity became due and was paid August 22, 1865. The second instalment became due November 17, 1865, and was paid January 8, 1866. The third instalment became due February 15, 1866, and was paid. It is to the fourth, fifth and sixth instalments, which became due on the 15th of May, August and November, 1866, and which were not then paid, that the recent despatches refer. They amount in the aggregate to $1,500,000, of which one-quarter is due to the United States. The sum received by the United States from the three instalments that were paid in 1865 and 1866 was $375,000, which was computed in Mexican dollars, and the avails thereof invested in United States registered 10-40 bonds. The interest, as received, has been invested in the purchase of similar bonds, and the amount of the fund, as stated in an official paper by the Secretary of State, under date of 13th March, 1872, was $780,354, the fund having nearly doubled in less than ten years, from the gain in exchange at the time of the original investment and the addition of interest. We are unable to state what disposition has been made by the Governments of France, Great Britain and the Netherlands, who received their respective shares of the instalments paid by Japan at the same time with the United States ; and it may be that those Governments have felt justified in pressing for the payment of the residue by reason of serious demands upon them from persons morally entitled to share in its distribution. But so far as the United States are concerned, there has been, we believe, no claim made for compensation for any injury to commerce resulting from the erection of the batteries in the Simonoseki Straits.

The inconsiderable expenditure of money which was incurred by the United States in the naval operations which gave rise to the convention of 1864 is indicated in an official letter from the Secretary of the Navy to the Chairman of the Committee on Foreign Affairs of the House of Representatives in 1872, from which it appears that four men were killed and seven wounded on board the *Wyoming*; that $5,000 would cover the expense of repairing damages to that vessel ; that the estimated cost of ammunition expended was $5,169 ; that the chartered steamer *Ta-Kiang* cost less than $9,500; and that the cost of the ammunition used by her was about $260. The total cost in money to the United States was $19,929. It is worthy of remark that the fall in the price of coin and advance in the value of the securities purchased, since the time when the indemnity was received, are probably enough to enable the fund to bear the full amount of the charges indicated, and still permit the return of as many Mexican dollars (with interest added) as were received from Japan should Congress determine upon this policy. It is to be hoped that the matter will receive attention before the case becomes involved by any question connected with the receipt of the residue of the indemnity.

THE PACIFIC MAIL COMPANY AND THE RAILWAY COMPANY.

(NEW YORK TIMES.)

Shortly after the completion of the Pacific railroads across the continent in 1869, two contracts were entered into with the Pacific Mail Steamship Company. One of these was with the Central Pacific Railroad Company, regulating the China and Japan trade ; the other was with the Union Pacific, regulating the business between New York and San Francisco. The first contract came into operation in January, 1871, and seemed to work satisfactorily to both parties and the public until last year, when the management of the Pacific Mail Company changed, and a repudiation of the contract followed. The managers of the Pacific Mail Company claim that the contract was illegal, inasmuch as it was connected with procuring the subsidy from the Government to the Pacific Mail Steamship Company, as appears from an alleged section in the agreement, as follows : "In consideration of the friendship and assistance of the Central Pacific Railroad Company in promoting the passage by Congress of an Act giving to the Pacific Mail Steamship Company increased compensation for a semi-monthly mail service between San Francisco and China, and providing such increase shall be made during the forty-first Congress or forty-second on terms acceptable to the Pacific Mail Steamship Company, this contract shall be binding and shall continue in force during said semi-monthly contract between the Post-office Department and the Pacific Mail Steamship Company for such increased service."

The managers of the Central Pacific are very reticent as to what, if any, steps they will take against the Pacific Mail Company for the damages growing out of the violation of this contract. It is rumoured, however, that an action for $1,000,000 damages will be brought in the California Courts, and that an effort will be made to attach the vessels of the company. It is, however, extremely doubtful, in view of the nature of the contract, whether any such action will be taken. Under the second contract the Union Pacific guaranteed the Pacific Mail $24,000 per steamer on freight, on two steamers per month between New York and San Francisco. The late Horace F. Clarke, then President of the Union Pacific Railroad, believing this contract disadvantageous to the railroad, availed himself of one of the provisions contained therein, and terminated it. A litigation is now pending in the Courts between the Pacific Mail and Union Pacific in reference to this contract. Since the termination of these contracts a ruinous competition has sprung up, and all attempts at compromise and settlement have proved fruitless. Where the blame attaches it would be difficult to say, but certain it is that the stockholders of both companies are severe sufferers for the want of a little common sense and sound judgment. The latest phase of the controversy is a rumoured combination of no small magnitude, embracing the railroads between Philadelphia, New York, Baltimore, and San Francisco, for a new and powerful line on the Pacific Ocean, to run exclusively in the interests of the railroads and their European connections. The name of Governor Leland Stanford, of California, has been prominently mentioned in connection with the contemplated enterprise. A *Times* reporter had an interview with Governor Stanford in regard to the matter at the Windsor Hotel. The Governor stated that he was not prepared at the moment to give to the press any specific information on the subject. The report that any negotiations were on foot between the Pacific Mail and the Central Pacific was without foundation. He believed that, until the establishment of an independent line of steamers, the railroads would be unable to command the China and Japan trade. An independent line was essential to the full development of the resources of the railroads. The execution of the project had been hastened by the action of the Pacific Mail Company in discriminating against freight carried over the Pacific railroads. In regard to the meetings alleged to have been held by the officers of the railroad companies he was not then prepared to say anything. If negotiations pending were successfully concluded, he thought it very likely that he (Governor Stanford) would visit Europe to make arrangements for the purchase of vessels. At present it was premature to say anything positive in relation to the affair.

In an interview subsequently had with Mr. Russell Sage, President of the Pacific Mail Steamship Company, that gentleman expressed regret at the present competition between the Pacific Mail Company and the Pacific Railroads, which, he said, was injuring all parties. He claimed that the Pacific Mail Company were willing to do anything in reason to put an end to existing difficulties, but the efforts to induce the railroads to agree upon fair terms had proved abortive. The Pacific Mail Company had offered to make a contract, subject to revision at the expiration of three months, in case it was found not to work satisfactorily, but the offer was rejected. He attached little importance to the reports in regard to the establishment of a rival line. If the railroads attempted anything of the kind they could be at once enjoined for violation of their charters. It was quite likely, however, that Governor Stanford and others would try to establish a line in connection with the Pacific Railroad.

MR. WILLIAM HEPBURN RENNIE, C.M.G., Lieutenant-Governor of St. Vincent, died in the forty-sixth year of his age, at the residence of his father-in-law, in Surrey. Mr. Rennie entered the Colonial service in 1851, was appointed Auditor-General for Hong Kong in 1858, and Lieutenant-Governor of St. Vincent in 1871.

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The London & China Telegraph.

LONDON: MONDAY, SEPT. 28, 1874.

THE PRESENT CONDITION OF CHINKIANG.

IN our issue of June 29 we took occasion to comment on the folly of withdrawing a superior Consular official from Chinkiang, and we pointed out that the withdrawal was ordered in 1868 in the face of the fact that the port was gradually, but surely, increasing in importance. The remarks which we then made have been more than confirmed by recent advices from China; and though it has been the fashion with many, notwithstanding favourable trade statistics, to speak disparagingly of the port in question, we are still of opinion that it has been unjustly treated, and that it is high time for it to receive more attention in official quarters. Chinkiang of yore—nay, less than twenty years ago—was a place of great importance as a centre of trade, from which vast districts to the north and south of the great river were supplied with native and foreign goods; and its position at the very point where the Grand Canal crosses the Yang-tsze, if we may use such an expression, is for a river port an unrivalled one. The Taiping rebels captured and held the city for some time, and, we need hardly say, left it a mass of broken bricks, and after their disappearance its trade was for years frequently paralysed by threatened attacks from marauding bands of Nienfei on the north side of the river. What wonder, then, that its resuscitation has been a work of time? In 1864 and 1865 its appearance was wretched and woe-begone in the extreme, although even then a good trade was being done; but in ten years revivifying influences have had time to work, and they have worked, as will readily be seen from the following sketch of some of the improvements of recent years. The British Concession at Chinkiang is but a small one, comprising some sixteen or seventeen lots of irregular size. Six years ago it boasted but one foreign hong, an ugly building known as "———'s Folly;" and all the hulks were anchored on the north side of the Yang-tzse,—a matter which was always a bone of contention between foreigners and the Chinese authorities. Things are now changed, and changed considerably for the better. The chief American merchant and steamer agent, two years since, moved his hulk to the south side of the river,—a little below the creek at the Custom-house,—bought up all the property there, cleared it of the wretched native shanties, and built a two-storied house and godowns; he has also planted trees and actually laid out a garden. Concession Lot No. 1, a large, double lot, formerly belonging to Messrs. DENT and Co., was built over with semi-foreign houses four years ago. A British merchant has purchased lots 2 and 3, and on the former now stand two godowns with a dwelling-house above, and on the latter has been erected a fine dwelling-house, together with a godown, compradore's house, and other offices; the surrounding compound contains a lawn, trees, shrubs, strawberries, grapes, figs, &c. Three years back another British merchant built a two-storied house and godown on lot No. 5; "———'s Folly" stands as it was, and four other lots are built over, two on the middle, and two on the back roads of the Concession. Behind the Concession again, almost all the land, which but yesterday was a mass of shapeless ruins and broken bricks, is now covered with good brick Chinese houses, and is all occupied westwards even up to the lofty hill, on the southern side of which is perched the British Consulate. Clearly Chinkiang is prospering, and so much so that its old friends would hardly know it again.

But there is another side to this picture. For a year or two back the Chinese authorities have had it all their own way, as for some incomprehensible reason the British Consular officials ignore the Treaty, when the Chinese are stubborn, and refuse to do anything for British subjects; in point of fact, it is considered a serious loss to be a British subject. Title deeds for land, made out to foreigners, and stamped in due form by both the Chinese and British authorities, are ignored when native squatters choose to erect their houses on foreign-owned ground, and Chinkiang is subject to constant inroads from large numbers of squatters, many of whom are driven from their houses by floods in the districts to the north of the Yang-tsze. We will give but one instance of the manner in which the undoubted rights of British subjects are ignored. A British merchant purchased from a fellow-countryman a corner plot of ground at a short distance from the Concession, and some underlings in the officials' yamens have built upon the most valuable portion next the corner of the two streets; they refuse to move, and though one of the merchant's title deeds gives the boundaries on one side by West Gate-street, and on the other by Fish-lane, yet the junior Consular officer, charged with the duty of protecting and watching over British interests, declares that the appropriated piece of ground does not belong to him, because the Taoutai will not surrender it. Truly, this is a valid and indisputable reason! Surely it is time to put a stop to the disgraceful state of things at which we have thus briefly glanced, and it can only be put a stop to in the manner which we indicated in our previous article. Chinkiang, as far as British interests are concerned, has one great want in order to make it a thoroughly prosperous outport; it wants the presence of a Consul or a Vice-Consul of proved ability and energy, to enforce respect for the rights of property, and, as far as in his power lies, the fulfilment of treaty obligations generally.

THE INTERNATIONAL CONGRESS OF ORIENTALISTS.

THE philological transactions of the Congress reached their culminating point on Thursday, the 17th, when the Aryan Section, under the presidency of Professor MAX MULLER, held its sitting in the afternoon at the Royal Institution. The fame of the learned Professor brought together the largest meeting of the session, so that the commodious lecture room was nearly filled by an appreciative audience, among whom were some twenty ladies. Their expectations were not disappointed, and although the address occupied an hour and a quarter in delivery, the attention of every person was engrossed by the eloquent and trenchant passages it contained throughout to its peroration, their approbation being expressed by repeated plaudits. Without entering into the details of this brilliant address, it may be said that its chief attraction was the liberal-minded cosmopolitan spirit in which the leading features were couched. This was no dry discourse upon Sanscrit and the earliest Aryan languages, such as severe philologists would confine their studies of them to. Professor MULLER traced his theme back to the days of the Vedas, and placed before his audience a graphic sketch of the primitive nature of these hymns, showing that if they were rude in composition, as compared with the Psalms and other later religious stanzas, nevertheless they are vigorous in conception, from which may be inferred that the people who composed and sang them were among the worthiest progenitors of mankind. When he concluded by repeating his English translation of the latest known hymn of the Vedas, the imagination was carried back to Aryan antiquity as if restored again to life, and we could hear the priests and people singing to the praise of the gods:—"Come together! Speak together! Let your "minds be concordant. The gods, by being concordant, "receive their share one after another. Their word is the "same, their counsel is the same, their thoughts are at "one. I address to you the *same* word, I worship you "with the same sacrifice. Let your endeavour be the "same! Let your hearts be the same! Let your mind "be the same, that it may go well with you." Copies of

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this hymn from the Rig-Veda, in the original Sanscrit, with a translation in German, were distributed, but not in sufficient numbers.

Last, but not least in importance, the Ethnological Section, President, Professor OWEN, C.B., Secretary, RICHARD CULL, Esq., F.S.A., held their sitting on Saturday, in the Lecture-hall of the Royal Institution. There was a large attendance of members and their lady friends. Behind the lecturer's chair were diagrams and drawings, and on the table in front numerous photographs illustrative of the subject to be expounded in the address. From what followed that might be designated the Typical Races of Mankind in the Earliest Civilised Ages of Egypt. The learned Professor accounted for his appearance at the Congress of Orientalists—which he deemed almost apologetically beyond the sphere of his studies—to the desire of Dr. BIRCH, who was aware of some researches he had recently made in Egypt among the catacombs on the Nile. Modesty is proverbially said to be one of the true characteristics of great men, and in this instance there was no exception to the rule, for the President riveted the attention of his audience by the profound and masterly manner in which he treated his subject. An outline of its general scope will be found in another column, but we cannot pass it over without adverting to some of the photographs exhibited, and the accompanying explanations of Professor OWEN. These photographs were obtained after considerable difficulty during three separate visits to the tombs of the ancient Egyptians, where the coffins and wooden sculptures had not suffered from the vandalism of European collectors or Arab desecrators. They are of the ordinary cabinet size, yet the forms and features of the defunct as represented on the coffin lids in *alto relievo*, and statuettes, are as clearly defined as on any marble sculpture. Some of them are double figures, as those of husband and wife, while others represent male and female persons singly. On every sarcophagus there were hieroglyphic inscriptions in such a perfect state of preservation that the learned Professor had no difficulty in having them copied and deciphered, so as to ascertain who were the individuals embalmed in them, their status in primeval Egyptian society, and the ages in which they lived. These were all persons of rank, and the artists who had sculptured their features had evidently preserved exact likenesses of the deceased, as they varied considerably in detail, although generally exhibiting a high type of civilised mankind. Indeed, what struck the Professor was the remarkable similarity between the expression of their faces and those of highly intelligent Europeans of the present day. This statement was fully borne out by the photographs exhibited, which are marvellous in depicting these sculptures, and when the President informed the members by referring to a chronological diagram, that they dated from three thousand to four thousand years before the Christian era, one could not help looking at these effigies with a feeling of awe. One was specially referred to, as the likeness of a lady in the prime of womanhood, whose features must have been so thoroughly European in their mould that Professor OWEN remarked if she had lived at the present day, with the exception of a darker complexion, she could have appeared in English society of the highest type, as a rival to the belles of the ball-rooms. "Yet," he remarked, in his gravest manner, "she died nearly six thousand years ago."

On Friday, the fifth day of the gathering, the receptions and social entertainments *al fresco* reached their climax at Enfield, where a considerable number of members were invited by J. W. BOSANQUET, Esq., of Claymoor House, to a garden party. That gentleman is honorary treasurer of the Congress, and known as an able member of the Society of Biblical Archæology. He received his visitors with great cordiality, and entertained them within the venerable walls of his banquet hall in a most hospitable manner. Outside on the lawn the band of the 4th Middlesex Volunteers performed a selection of pieces in a most creditable manner. Besides members of the Congress, there were a number of the neighbouring gentry present, many ladies having graced the occasion with their presence, all of whom conversed freely with the learned *savants*. A toxopholite party, consisting of five ladies and five gentlemen, added to the Watteau-like scene on the bowling green, by competing for prizes in archery. These prizes were given by the host and hostess, and consisted of elegant articles of *vértu*. A photographer was on the grounds taking negatives of groups, so as to retain permanent portraits of the visitors on such an auspicious occasion, for which the clerk of the weather had provided a sunny day. The dinner at the Mansion House on Saturday, which is fully reported in another column, was well carried out by the LORD MAYOR.

WE have received two volumes, published by order of Mr. HART, the Inspector General of Chinese Maritime Customs, which cannot fail to prove very useful. One is a collection of port catalogues of the Chinese Customs collection at the Vienna Exhibition of 1873, compiled to illustrate the international exchange of products; and the other is a statistical statement of trade of the Treaty Ports for the last ten years, also compiled for the Vienna Exhibition. As reference was made to these books at the time they were first issued, we have only now to add that their arrangement under the present form is a great advantage. A special feature, however, in connection with them is the fact that they were printed at the Imperial Maritime Customs press at Shanghai, and the work of native compositors and printers. For excellence of workmanship they certainly would not suffer by comparison with the work of any of the best London printing-offices, and the care shown in their arrangement reflects great credit upon everyone concerned in their compilation.

IT is rumoured that the revenue cruisers on the China coast, several of which are most effective, well-built, and well-found twin screw gunboats, are to be transferred from the Customs' service to the provincial Government of Foochow. This step is taken, we presume, with a view to their employment in the case of active hostilities between China and Japan.

WE hear that Mr. EDWARD SOLBE, Interpreter in the Consular Service, and now on leave, has retired, owing to ill health. Mr. SOLBE joined the service in 1863. His pension will be calculated on the new scale of ten years' service, counting as fifteen for retirement.

A PARAGRAPH has appeared in the papers to the effect that Sir HARRY PARKES, our Minister in Japan, has been urging on the Japanese to war against China. We need hardly say that the statement is a pure invention without foundation.

CUSTOMS REPORT ON THE TRADE OF CHINA.

The *Customs Gazette* for the quarter ending March, 1874, supplies the following statistics of the trade at the various ports as compared with the corresponding period in 1873:—

NEWCHANG.—The tonnage figures show no alteration of importance. The imports and exports this quarter are *nil*.

CHEFOO.—The tonnage figures are rather higher. In imports cotton goods show a falling off, metals an advance, while many native sundries are also higher. The revenue is higher, the figures being this quarter Tls. 78,052, against Tls. 62,559 last year.

TIENTSIN.—The tonnage entered and cleared is more than in 1873, the figures being entered 17,694 tons, against 13,656 tons in last year, while that cleared is 15,763 tons, against 10,075 tons 1873. The import of cotton goods is lower, while that of most native sundries is higher. The revenue is higher, the figures being Tls. 45,530, against Tls. 36,477 in 1873.

HANKOW.—The tonnage figures, both "entered and cleared, are considerably higher. The imports of cotton goods is slightly lower, as is that of sundries. The revenue is Tls. 85,364, against Tls. 81,025 in 1873.

KIUKIANG.—The tonnage has increased. With the exception of metals and sundries, nearly all the imports are lower than in 1873, while the revenue is higher, the figures being Tls. 18,480 in 1874, and Tls. 14,514 in 1873.

CHINKIANG.—There is a slight increase in the tonnage figures, and a marked decline in the import of cotton goods. Native sundries show no particular alteration. The revenue shows a decrease, the figures being Tls. 20,450, as against Tls. 29,242 last year.

SHANGHAI.—The tonnage entered this quarter is 216,123 tons, as against 212,658 tons in 1873; while the cleared is 221,754 tons, against 211,008 tons last year. The imports of cotton goods are higher, as a rule. The other items show no marked alteration, although native sundries are rather lower. The exports are nearly all higher. The revenue figures are Tls. 656,482, as against Tls. 649,910 last year.

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NINGPO.—The tonnage figures are lower than those of last year. The imports, as a rule, are are lower. The revenue figures are under those of last year.

FOOCHOW.—There is scarcely any difference in the tonnage figures. The imports are higher, as a rule, opium proving an exception. The exports are nearly all higher. The revenue figures are, 1874, Tls. 161,348, against Tls. 135,454 in 1873.

TAMSUI (FORMOSA).—The tonnage shows a large falling off. The import of cotton goods is lower, that of woollen, however, is higher. The revenue is behind that of 1873.

TAKOW (FORMOSA).—The tonnage figures are higher. The imports and exports show an increase, and the revenue is in excess of last year.

AMOY.—The tonnage figures are below those of last year. The imports show no very great change, and the revenue figures are Tls. 87,831, as against Tls. 94,085 in 1873.

SWATOW.—The tonnage is higher, and the imports show a decided increase. Many of the exports are higher, while the revenue shows an increase, the figures this year being Tls. 146,876, as against Tls. 117,971 last year.

CANTON.—The tonnage entered is 70,864 tons, against 50,003 tons last year, while that cleared is 72 645 tons, against 52,867 tons. The imports are not altered to any extent. The exports are rather lower, as is the revenue, the figures being Tls. 157,091, against Tls. 168,645.

INTERNATIONAL CONGRESS OF ORIENTALISTS.

(Continued from our last.)

SATURDAY, 19TH.

At ten o'clock the members assembled at the South Kensington Museum, where they were received by Mr. Cunliffe Owen, the director, and other gentlemen officially connected with the institution. From the Museum they repaired to the Albert Hall, in the gallery of which Dr. Leitner gave a learned and eloquent exposition of the collections, which occupied four large cases, and which comprised nearly five thousand objects illustrative of the art, natural history, literature, and numismatology of Western and Central Asia and Northern India. These collections had been partly exhibited at the Vienna Universal Exhibition of 1873, and had there been regarded with much interest; and may be classified as (1), a collection of Greco-Buddhistic, Indo-Scythian, ancient Hindu, and other sculptures; (2), a collection of manuscripts, Persian, Turki, Arabic, Sanskrit, Thibetan, Kashmiri, and other languages; (3), a miscellaneous collection, illustrative of mining, quarrying, metallurgy, agriculture, horticulture, forestry, raw products for pharmacy, substances of food as products of industry, textile industry and clothing, leather industry, metal industry, wood, stone, glass, and earthernware industry, small ware and fancy goods, graphic arts and industrial drawing, and art applied to religion; and (4), a collection of Lhassa, Ladaki, Balti, and Dardu curiosities, and of articles of industry from Yarkand, Khotan, Bokhara, Kafiristan in the Hindu-Kush, and other districts. Amongst the Kashmiri manuscripts, the first, it is believed, which have ever been brought to Europe, occur "Hassan Makash: a Treatise on Love," by the Kashmiri Ahmad Baba; "Sikander Nama, or Life of Alexander," a Kashmiri poem, written by Pandit Ram Lachman; a poem on the subject of Joseph and Zuleika (wife of Pharaoh); together with "The Patience of Saints," the first Kashmiri specimen translated into English by Dr. Leitner, and called "Dastan Shibli; or, Story of Shibli, one of the patient Saints." The numismatic collection consisted of about 1,000 coins—Bactrian, Parthian, Arsacian, Kashmiri, Indo-Muhammadan, Kufic, and others—in gold, silver, and copper; and the natural history collection comprised between three and four thousand Himalayan butterflies and beetles (Kulu, Dharmsala, &c., &c.). The sculptures, to the number of 184, represented religious, social, and historical scenes, architectural forms, statues of Bhudda and his disciples, and of the protectors of his religion, and fell under the heads of (1) Græco-Buddhistic, which showed the influence of, presumably, Greek art in the representation of early and pure Buddhism; (2) Indo-Bactrian (closely connected with the foregoing) which showed the relations of the Bactrian satraps with either Buddhist or other north Indian princes; (3) Indo-Scythian; (4) Ancient Hindu, such as the Sati figure, representing the poetical conception of the burning of widows; (5) Indo-Buddhistic, as showing the gradual corruption of Buddhism by re-absorption into Brahminical forms; and (6) Barbaric. These sculptures elucidated a period of from 300 B.C. to A.D. 800; and their study would throw much light not only on ancient Indian history, but also on the history of art and religion, and on universal history, whilst the variety of types found on the Græco-Buddhistic carvings possessed great ethnological importance. The material of which the sculptures were made was various, but consisted chiefly of slate, mortar, lime, and red sandstone. Various specimens were indicated to show that if ancient Buddhistic and Indian had been affected at all by foreign elements, it could only have been by the Greek at, and a few centuries after, the invasion of Alexander the Great. On the frontier of the Punjab Greek art was strongest in India. As we went south this influence grew weaker. Bizarre and grotesque imitations of Greek tradition, and want of knowledge of proportion, characterised the productions of each successive century. The simple halo became converted into the seven-headed serpent; serpents became hideous dragons; arms, eyes, and feet multiplied on the human body; drapery ceded to ornament, and, except in the richness and arrangement of colours, as well as in the minuteness of elaborate carving and tracing (re-invigorated by Mohammedan influences), a period of degeneracy in art was foreseen, which, unfortunately, the present state only too completely fulfilled. It will be seen that Dr. Leitner's exposition of his collections, presenting as they did an epitome of the ethnography of immense regions of the East, formed a very important extra-sectional department of the Ethnological Section, which met in the afternoon in the theatre of the Royal Institution under the presidency of Professor Owen, C.B., F.R.S.; Mr. R. Cull, F.S.A., acting as secretary.

ETHNOLOGICAL SECTION.

Professor Owen, after a graceful deprecation of his claims to occupy the position of President of the Ethnological Section of the Congress, proceeded briefly to allude to the more important contributions to ethnology by French, German, and Russian authors. The scientific staff attached to the expedition in Central Asia had enriched the "Transactions of the Imperial Academy of Sciences of St. Petersburg, with a succession of philological contributions, especially on Finnish dialects, which made those volumes a mine of wealth for the ethnological student. A like association of the peaceful conquests of science with those of war characterised the British Career in India; and in illustration of contributions to the physical elements of ethnology the President pointed to the five quarto volumes of photographic illustrations, with descriptions, of the various castes, outcasts, traders, artisans, soldiers, outlaws, and primitive hill tribes of Hindustan, issued by the India-office, under the editorial care of Sir John William Kaye and Dr. Forbes Watson. To Dr. Mowatt, when in the Indian service, Professor Owen had first been indebted for the materials of a "Report" on the natives of the Andaman Islands, published by the British Association in 1861. The language of that dwarf Nigrito race had been well studied by Mr. Homfray; and additional information had been recorded by other scientific Indian officers, as by Surgeon Francis Day and the lamented P. Stoliczka. In a brief summary of present knowledge of the Nigrito and Papuan tribes, the President laid stress upon the geological and collateral evidences of their origin on land tracts related in time to recent geological changes, and to a period vastly remote in relation to historical time. Their interest to the ethnologist lay in their retention of many of the characteristics of some pre-historic races in Europe. The Nigritos of the Andamans, like those of New Guinea, waged an unmitigated, uncompromising hostility by force and fraud to invaders, and such a disposition was comparable to that which the brute species in the wild state bore to man. These Nigritos seemed to realise instinctively their fate through contact with a higher race. The men amongst them girt the abdomen against pangs of hunger with a flexile tendril; but in other respects they showed a quite prelapsarian, or quadrumanous, unconsciousness of nakedness. The President proceeded to summarise the observations on which he founded a recommendation to ethnologists to pause before concluding that the present disposition of land and sea was necessarily associated with the origin of such low forms of humanity, and to admit the possibility, if not the probability, of its contemporaneity with the latest geological changes on the earth's surface.

He then passed to the consideration of the origin, antiquity, and race-characters of the first scientifically-known civilised people. This part of the discourse was illustrated by a diagram of the dynasties and reigns of Egyptian kings, and enlarged views from photographs of portrait sculptures of individuals of the third and fourth dynasties, of a Hyksos-Pharaoh of the sixteenth dynasty, of a monarch of the twentieth dynasty, of the native race after the expulsion of the "Shepherd Kings," and of Pharaoh's of the Greek race, including one of Cleopatra which, from the circumstances of its discovery, supported the belief of its being a true likeness of that queen. The physiognomies of the race that founded the civilisation of ancient Egypt were supplied by numerous statues, of which the noblest was that of Cephren, the Phra, or Pharaoh of the fourth dynasty, who built the second of the great pyramids of Ghizeh. Photographs of this statue were exhibited; the refined, intellectual face, with its calm and dignity, was worthy of a modern typical European, whilst the anatomy of the frame was as true as if from the chisel of a Michael Angelo. According to the "table" exhibited, this king lived 4,200 years B.C. The sculptor worked 2,000 years before the time of Phidias. What was the period of incubation reaching to such perfection in both the creative and mechanical parts of that noblest of the arts? From the best testimonies bearing on the chronology of Manetho, the President inferred that, if the Sebbenyte priest had erred, it was by omission, rather than commission; and he expressed his conviction that the chronology set forth in the "diagram" bed squared with the sum of scientific evidence on this important question. In the present palæontological evidence of the antiquity of the human race, 7,000 years seemed but a brief period to be allotted to the earliest civilised and administratively-governed community; it seemed natural that such conditions should first have arisen in a land with such unique blessedness of soil and climate as Egypt, and with the high racial characters of the people flourishing under its ante-diluvian Pharaohs. The question as to the origin of this race was then discussed; followed by remarks on the evidence of the periods required for the origin of the leading varieties of the human species. Some remarks on the evidences of the respective antiquity of Egyptian and Chaldean civilisation followed, and the President concluded by appealing to his fellow Orientalists to cast aside pre-possessions as to time, place, affinity, race, for which there might not be a groundwork of rightly-observed, well-determined data, and to bring to bear on the dark vistas of the past the pure daylight of science.

Several papers which had been prepared by members of the Congress were, owing to the pressure on the time of the section, taken as read. One of the most important of the papers thus offered to the section was that by Dr. Forbes Watson, reporter on the products of India and keeper of the India Museum, "On the Establishment, in connection with the India Museum and Library, of an Indian Institute for Lecture, Inquiry, and Teaching; and on its Influence on the Promotion of Oriental Studies in England, on the Progress of Higher Education among the Natives of India, and on the Training of Candidates for the Civil Service of India." Dr. Watson has published a pamphlet on the subject.

The other papers were:—"On the Most Ancient Chinese Palæography," by Professor Leon de Rosny; "On Pasigraphy," by Herr Bachmaier, Director of the Munich Gallery, inventor of the system. Pasigraphy is the system of universal writing by means of numbers, which do duty for words, the same numbers standing for the corresponding words in all languages. Dr. Bachmaier, through the pro-President of the Section, presented 300 copies of each of three Pasi-

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graphical Dictionaries, German, French, and English, to Congress for distribution among the members.

Professor Oppert then returned thanks for the kind reception which he and all foreign members had experienced, and the notice which had been given by the Press and the scientific world of London in general.

The last business of the Congress was the selection of the place of meeting for next year, and, on the recommendation of the Council, Russia was fixed on, although not by a unanimous vote. Comte Woronzoff Dashkow was nominated President, with an acting committee, consisting of W. W. Grigorieff, Professor of Oriental History and Dean of the Faculty of Oriental Languages in the University of St. Petersburg; K. P. Patkanoff (an eminent Armenian scholar) and D. A. Chwolson (a distinguished Hebrew and Arabic linguist), both Professors of the same Faculty (the only one known throughout Russia for Asiatic Languages and Sciences), and H. A. Kuhn, who is charged with the explanation of antiquites in Central Asia. Thus closed the London meeting of the International Congress of Orientalists.

BANQUET AT THE MANSION-HOUSE.

In the evening the Lord Mayor entertained the members at dinner at the Mansion-house; the guests numbering about 130. A novel interest was given to the Banqueting-hall by the appearance of many of the guests from Oriental countries in native or official costume; but this portion of the company, though the scene was to many perfectly new, appeared quite at home at the table in the Egyptian-hall. Among the guests were—His Royal Highness Prince Charles of Roumania, his Holiness the Patriarch of Syria, the Syrian Bishop of Jerusalem, Professor Leon de Rosny, Dr. Samuel Birch, Sir Bartle Frere, General Sir H. Rawlinson, Professor and Mrs. Max Muller, Sir Walter Elliot, Mr. Grant Duff, M.P., Professor Owen, Professor Lepsius, Mr. J. Winter Jones, Sir J. P. Grant, General Marriott, his Excellency Brugsch Bey, Baron Texter de Ravisi, Professor Andreas, Mr. E. Arnold, Mr. F. J. Angier, Professor Brockhaus, Mr. Joseph Bonomi, Colonel Tobin Bush, Professor Chwolson, Rev. R. Caldwell, Mr. Moncure D. Conway, Mr. Alderman Allen, Mr. Alderman Cotton, M.P., Mr. W. R. Cooper, Mr. Cernuschi, Mr. Alexander H. Grant, Mr. Manockjee Cursetjee, Professor Dillman, Mr. Drach, Professor and Mrs. Douglas, Mr. E. B. Eastwick, Professor Feer, Professor Ebers, Professor Eisenlohr, Dr. Eutin, Mrs. Edelman, Mr. James Fergusson, Mr. Finn, Mr. Cyril Graham, Professor Grigorief, Professor Gosche, Colonel Seton Guthrie, Don. C. Guyanauos, Mr. Greed, Dr. and Mdme. Hans, Professor Haug, Professor Houdas, Professor Hunfalvy, Mr. J. Henderson, Dr. De Koun, Professor Krehl, Professor Leone Levi, Dr. Lieblein, Dr. Leitner, Professor Lupton, Professor Merx, Rev. J. B. McCaul, Rev. D. S. M'Clean, Mr. James P. Allen, Mr. J. T. Platts, Professor Noldcke, Professor Oppert, Professor Pertch, Mr. P. le Page Renouf, Mr. Rassam, Rev. J. M. Rodwell, Shunker Punderung, Professor Spiegel, Professor Stenzler, Dr. Ludwig Stern, Sir M. Coomara Swamy, Professor Dr. Schrader, Major Wilson, Professor Wright, Professor Dr. Wustenfeld, Professor Weber, Professor Weil, Professor Dr. Windisch, Imamura (Japanese delegate), Mr. and Mrs. Davenport.

After the completion of the ceremony of presenting each guest to the Lord Mayor, Sir Andrew Lusk, Bart., and the Lady Mayoress, the company proceeded to the Egyptian Hall and took their seats, grace being said by the Chaplain. The dinner, which was supplied by Messrs. Ring and Brymer, commenced with the far-famed aldermanic "turtle soup."

After the banquet the loving cup passed round, the guests having very soon acquired, by observation and through friendly explanation, the necessary information on the subject. During the banquet the band of the Coldstream Guards played several pieces; and during the evening Miss Leonora Braham, Mr. Ker Gedge, Mr. Warwick Jordan, Mrs. Bae, and Mr. R. De Lacy sang a selection of part music, Miss Braham giving, in addition, two or three solos.

The Lord Mayor, in proposing the first toast, said,—In this ancient City, after dinner, on occasions like the present, we give expression to our kind thoughts and feelings in a few short complimentary sentiments; and we first of all invariably drink to the health of her Gracious Majesty our Sovereign. (Cheers.) I have no hesitation in saying to the distinguished and learned strangers present that we are proud of our Queen. (Renewed cheers.) She is a most exemplary and most constitutional Sovereign. The purity of her life the simplicity of her tastes, and the practice of so many social virtues endear her to the people of this fortunate and free land. I hope that you gentlemen from abroad will always respect her as much as we Englishmen love her. In the response to the toast the foreign guests joined with the English ones with marked cordiality.

In giving the next toast, "The Prince of Wales, the Princess of Wales, and the rest of the Royal Family," his lordship said he was certain that if the Prince had been in this country during that week he would have manifested an interest in the proceedings of the Congress of Orientalists; adding that they all knew that the attainments of the English Royal Family as linguists were of no mean order, and the Prince of Wales was no exception to the rule.

The Lord Mayor, in then proposing "Prosperity to the International Congress of Orientalists," said:—Many great and distinguished persons have dined in this old hall, but I question if, having regard to our numbers, so many eminent and learned men ever met together in this historic place at one time as do this evening—men not only remarkable in England, but in Europe, nay, in the world. I verily believe that since the day when that great and motley assemblage gathered together at the building of the Tower of Babel, and got confounded, there has been no gathering where in so small a place so many languages could be heard and spoken at one time. I am proud to have the opportunity of entertaining such a distinguished company. I ought to be so, for it is as remarkable for its ability as it is distinguished for its learning. I am the nominal representative of the greatest community that the world has ever yet seen, Babylon and Nineveh included; I represent a shrewd, an active, and an intelligent people, able to appreciate, from learning and experience, any progress of thought or knowledge that may come in their way. They and I hail with pleasure the presence of the Congress of Orientals in London at this time, and in our City language, I, in the name of these citizens "bid you a hearty welcome." (Cheers.) Now, permit me to say that people are continually asking me, "Who and what is the Congress or Orientalists?" Well, I tell them, and I think it is good advice, read your newspapers regularly every morning and evening and you will understand. I believe, and I shall be put right if wrong, that this learned body tries not to bring about confusion but harmony among the peoples of the world. They try to learn and teach us what has been in the past, particularly in that interesting quarter of the globe called the East—yes, the very place whence the fountains of civilisation began to spring, whence so many blessings have flowed to the West. The questions they discuss are interesting not only to London but to all mankind, wherever progress, art, science, and knowledge have obtained a footing. I know that some of these questions touch our old and our cherished opinions; but we are ready to hear, and expect to be confirmed more and more by their discussion in the truth. Now, I should like to talk a long time about learned men and their works, for I do like and admire them. They are the lights set on the hill of the world to guide us; they are the fountains whence flow the waters from which we receive refreshment. But you did not come here this evening to hear me speak, but to see or to listen to some

"Orient pearls at random strung."

You came to listen to some of those great men who illuminate this age. I am going to call on Professor Leon de Rosny to reply to this toast. He is a great French scholar; he is a Japanese scholar; he is the author of several books on that people and their language; and, moreover, he is Professor in the School of Oriental Languages at Paris.

Professor Leon de Rosny, who replied in French, thanked the Lord Mayor for the interest he had manifested in the labours of the Oriental Congress. In the course of his remarks, the speaker paid a high complement to England for her investigations and discoveries in the East, and also for the manner in which she had disseminated the benefits of civilisation in Asia. He added, in conclusion, that he should always have a grateful recollection of the cordial welcome which he and his colleagues had met with.

The Lord Mayor then gave "The Health of the Members of the present International Congress of Orientalists," as follows:—I have, in speaking of the International Congress of Orientalists, referred chiefly to the past—to its aims and objects. I now ask you to drink to the health of the members of the present Congress, that which has been so usefully labouring in London during this week. Its members have called our attention to many questions that will cause us to think and consider—for with all our faults we are a thinking people—not only of Shem, Ham, and Japhet, but of the works of their successors—our fathers. I myself prefer to claim relationship to them rather than to those fellows with rough mouths, tender eyes, and prehensile appendages behind, which abound in the woods and forests of Africa and other places. (Laughter.) With this toast I am going to couple, first, the name of Dr. Birch, President of the Congress—a gentleman who has not only shown his aptitude in organising in relation to this Congress, but has also shown his great learning and abilsts in that inaugural address which he delivered the other day. He is well known from his many labours in various branches of archæology. He is one of the first Egyptian scholars in this country, and he is also president of the Society of Biblical Archæology. The French Government, I see by this day's paper, have conferred on him a great honour. I shall ask also Professor Lepsius to respond. We are glad to see among us one who is a privy councillor of Prussia as well as the editor of many well-known and learned works on Oriental subjects, and, moreover, one of the delegates sent over by the German Government to this Congress to represent it. We are likewise glad to see here Shunker Pundurung, a learned Pundit of the Deccan College, delegated by the Indian Government to attend the Congress. I have not much learning myself, but, then, my experience has led me to have great sympathy and veneration for those who are learned, which, perhaps, answers me as well. My esteem is always on the side of a great man who gives his time and ability for the public good, even though I differ from him. I am one of those who like to inquire, and, in the words of the learned professor the other day, want to know whence we came, where we are, and whither we go. It is the duty of a Lord Mayor to be charitable, to be just and to be hospitable. If I have this evening been the means of cheering any pilgrim, helping in the smallest degree the cause of sound thought, of wisdom, and of science, I have had an ample reward. (Cheers.)

Dr. Samuel Birch, who responded first, said the success of the present Congress had been most gratifiying to the English members, who had experienced the great pleasure of meeting and seeing for the first time those distinguished Orientalists who had come to this country to be present on the occasion. It should never be forgotten that the revival of Oriental learning commenced in the City of London, and that the princely munificence with which the late East India Company encouraged the efforts of their talented servants in their researches led the way in that development of the knowledge of Oriental languages which was now witnessed in Europe. He thanked the Lord Mayor, in the name of the Congress, for the kind reception he had given it, and for the hospitality they were then enjoying.

Professor Dr. Lepsius responded in English as follows:—My Lord, Ladies, and Gentlemen: I feel it a great honour to be called upon as one of the representatives of the present members of the Congress; but certainly the honour to respond to the toast which has been proposed is much greater than is my power to do it justice before so illustrious an assembly. In fact, I am not able to make a speech in your own language worthy of this spot and of this moment. May I, therefore, be allowed to express in a few words the warmest thanks of myself and of my countrymen for the very gracious reception and the hearty welcome which we have found in this country on this occasion? All Orientalists in Germany know that they owe more to England than to any other country for their studies. England possesses all the treasures of the East in a quite inexhaustible abundance of monuments, books, inscriptions, and all other materials for Oriental studies. England has, and ever will have, the greatest power in the East; it knows the way how to secure every part of the East to study Oriental languages and nations on the

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spot. We have to follow in this respect the footsteps of England. Our point of departure to the East lies in the West. For this reason it is very natural that we have come over from Germany in a greater number than was perhaps anticipated, because we are in general not a travelling people as you are, and because our learned men prefer to stay at home and to quietly work amidst our books, which we obtain from all the world. We came on the occasion of the International Congress to bring you personally our thanks and our acknowledgments for all you have done for Oriental studies. And now let me state that not only have many individuals come over to shake hands with their Oriental friends, whose labours and works they knew long before, but a great part of them were sent expressly by our German Governments, as your lordship has already stated. Almost every German university is represented here by one or several of our best Oriental scholars sent over as official representatives by their respective Governments. Now, all science is more or less historical, the science of nature not excepted. Science is the answer, or at least the attempt to answer, the old commandment, "Know yourself," directed not only to every individual, but to all mankind. We are occupied with ourselves in every study. But Oriental studies have this important position, that they are connected with the languages and nations of the oldest countries of the civilised world. The Indian languages are, if not the origin, at least the key, of our own European languages. The Semitic people ascend much higher in their history and chronology. The Egyptian people will always be the oldest which we know historically in its proper seat; we trace it back to more than 5,000 years with the monuments in our hands. But beyond these three great branches, which were particularly privileged in human civilisation, there is the much older common Arabian, of what is called the Turanian nations and languages. Now this peculiar and important position of the Oriental sciences which takes every day a greater extent in Germany, is also acknowledged by the German Governments as of great importance. The proof is in their sending out so great a number of learned men, and I think it is a pleasing instance of their encouraging these studies, not only for us, but for all Oriental scholars. Now they will hear with satisfaction how well their intentions were taken up, not only by our fellow-labourers in this country, but also by such a high and noble authority as your lordship, the representative of English hospitality, of English love of science, and of the peaceful advancement of general cultivation of the human mind. (Cheers.)

Shunker Punduring, who also spoke in English, and with a pure accent, in completing the response to the toast, after speaking of the brotherly feeling shown by the English nation towards India in the subscriptions to the Bengal Famine Fund, remarked that the natives of India were not only connected with those of England as members of the same empire, participating in the benefit of the benign rule of Her Majesty the Queen, but also connected with them by ties much closer —the ties of blood. They were members of the same Aryan family as the natives of this country; and he was sure he expressed the sense of that distinguished assembly when he said that one reason why the International Oriental Congress was entitled to that encouragement which the people of this country had accorded to it was, that the labours of the illustrious scholars that adorned its roll tended to demonstrate that we are all brothers of the same family, though separated by distance, colour, and creed.

Sir Bartle Frere, in proposing "The Health of the Lord Mayor," said: There is probably no chief magistrate in the world, in times ancient or modern, whose health I might have proposed who would not have found here some representative to respond for him in his own language. Had I proposed the health of an ancient Pharaoh, Dr. Birch or Professor Lepsius would have been able to do full honour to it in hieroglyphical language; had I, again, proposed the health of Sennacherib or Nebuchadnezzar, I am certain Sir Henry Rawlinson would have replied in the best Assyrian; and had I gone further East, and proposed the health of King Rama, Professor Max Müller, or some of the many Sanscrit friends I see around me, would have done honour to the toast in the best Sanscrit. And so with Chinese, Persian, and every other language which could be possibly named. But I doubt whether any of us could have proposed a toast which would be so unanimously well received as "The Health of the Lord Mayor." (Cheers.) Sir Bartle concluded by remarking that his lordship had only just returned from a visit to the country, and that even at that period of the year he would not forego the pleasure of entertaining, though with short notice, the representatives of ancient literature assembled from different parts of the world. (Cheers.)

The Lord Mayor, after responding, said he was now going to propose a toast which all would heartily receive, namely, "The Health of the Patriarch of Syria," who was a high ecclesiastic of the East and a landmark of the past, being the head of a Christian Church founded by St. Peter in the house of Cornelius, as they would find by reference to the Acts of the Apostles, and therefore the head of the oldest Christian Church in the world. The Patriarch had previously fraternised with the head of our own Church, who received him kindly, and now he had fraternised with the Lord Mayor of London, who was very pleased to see him.

The Patriarch of Syria responded with great earnestness of manner in his native tongue, his address being afterwards translated to the company by Mr. E. T. Rogers, late Consul at Cairo. This gentleman said that the Patriarch had commenced his speech by expressing his thankfulness to God for having conducted him, at his advanced age, to this wonderful country of England. He proceeded to say that he was immensely surprised by the grandeur of everything he had seen here, by the knowledge, by the solidity, and by the hospitality of the people. He had been very much impressed by the learning of the people, so many of them knowing how to read and write. All this, and the riches of the people, he attributed to the beneficence of the good constitutional Government under which the English people were existing. At the same time he deplored the fact that the learning now seen in the West, though it formerly existed, had now almost disappeared in the East. He hoped, however, that through the kindness of European Governments there the sciences once in their glory in the East might be restored to the East, whence they originally came. He considered himself highly honoured by having been received at the Mansion-house, and by having met so large a concourse of Oriental savans from all the nations of the world, and he begged that they would all accept his thanks for the way in which he had been received. (Cheers.)

The Lord Mayor next gave "The Presidents of the Sections of the Congress," combined with the names of Sir Henry Rawlinson, Mr. Grant Duff, and Professor Max Muller, speaking of the last-named as a gentleman and a scholar with whose works they were all familiar, and who was deservedly looked up to as an authority on Eastern matters.

Sir Henry Rawlinson, in responding, said he was proud of having been selected as one of a triad in a hall representing so much Oriental learning, and observed that it was the close connection of the English people with the East which had caused such a practical nation, which felt that it was now a semi-Oriental nation, to take such interest in the Oriental Congress. He went on to say that there was one point which had not been noticed, and which was deserving of notice. None of those assembled there had passed literary lives without having given or received various hard blows—(hear, hear)—but personal intercourse softened the asperity of literary controversy, and he believed that gentlemen who had been opposed to each other in literary subjects would find, on making acquaintance with their antagonists, that though they might differ with them on certain matters, still they were gentlemen and scholars, and in their future controversies would adopt towards each other a more kindly tone from having met at that festive board. (Hear, hear.) That might be a mere social advantage, but it was one of the great advantages of bringing large bodies of scholars and Orientalists together, as was done on that occasion.

Mr. Grant Duff, M.P., in acknowledging the toast, observed that he might say a good deal with regard to his working connection with India in the House of Commons, and on several other subjects; but, as it was then late, he would not stand longer between them and his distinguished colleague the President of the Aryan Section, who, after having received so pointed a challenge from the Lord Mayor, would, he doubted not, prove that he could make himself intelligible on that occasion, and that he could make as good an after-dinner speech as he made the other day a presidential address.

Professor Max Müller said—I rise as representative of the Aryans to return thanks in the name of my section for the splendid and truly princely and truly Oriental hospitality with which you, my Lord Mayor, have honoured our Congress. (Cheers.) You mentioned to-night, my lord, that hospitality in the East is a sacred duty. It is recognised as such in the Veda and in the laws of Manoo. A man who comes to your house is to be received with hospitality, and should he go away from your house disappointed, he carries away the blessings which you may have accumulated during many years by good works. In the West, hospitality is no longer a sacred duty; but it has become a valued duty and virtue, and in England most particularly it is a predominant element in the English character. (Hear.) My lord, when we compare the East and the West, we find on both sides the duties which hospitality entails. In the laws of Manoo, so far as I remember, there are four things which are enjoined in the hospitality a man is to show. He is to supply a piece of ground to sit upon, a bundle of hay to sleep on, some water to wash the feet, and kindly and affectionate speech. Comparing the West with the East, we have not seen to-night a bundle of hay, nor have we received water to wash our feet; but we have received a place to sit down upon, and kindly and affectionate speech; and, gentlemen, we have received something else. On its being proposed that the meeting of Orientalists from all parts of the world should take place in London in the second week of September we were politely told we were mad, every one being away shooting or sea bathing. I know, however, that when London is empty it contains more inhabitants than the whole of the Kingdom of Saxony, and I felt certain that men would be found who would give up a week's shooting or sea bathing in order to meet some of the most distinguished scholars from all parts of the world. In that expectation I have not been deceived. Sir Henry Rawlinson, Sir Bartle Frere, Dr. Hooker, and Mr. Bosanquet have all done whatever they could to maintain the reputation of the Government of the Indian Councils and of our royal and literary societies for the old noted English hospitality. Besides, gentlemen, I knew who was Lord Mayor. (Cheers.) I felt perfectly certain he would not let it be said that what every small or big burgomaster of Continental cities has done for this meeting, the greatest burgomaster in the world, the Lord Mayor of London, whose power, wealth, and reputation have assumed in the eyes of Continentals almost mythical proportions, had allowed this meeting to be ignored in the City of London. I am far from saying, my Lord Mayor, that we have any right to expect this princely hospitality, but I am able to say that we Orientals have certain claims upon you, my Lord Mayor. The learned professor proceeded to analyse the legend of Dick Whittington and his cat. The word "cat" was, he remarked, derived from "*accat*," or "*achet*," all that was bought and sold, and the English Whittington story came from a similar legend existing in the works of a famous Eastern historian living in the beginning of the 14th century; so that the Whittington head of the Lord Mayor dynasty had an eastern origin, and on that ground he claimed the Lord Mayor as an Orientalist. (Laughter.) He knew, however, that there were sceptics in the world —and he was afraid some were present—men who shook their heads, and did not believe in the explanations which comparative mythology and Oriental scholarship offered to them; but notwithstanding such objections he confidently claimed the Lord Mayor as an Oriental. (Laughter.) After that truly Eastern banquet, which would hereafter be a one thousand and second "Arabian Night," he would be remembered, not only by Orientals, but by the whole world, as a truly hospitable, truly magnificent, and truly Oriental Lord Mayor of London. (Cheers.)

Prince Charles of Roumania, who spoke in French, proposed "The Health of the Lady Mayoress;" and, in doing so, expressed the pleasure which he felt at being in London during the session of the Congress, and in sharing the hospitality of the Lord Mayor. The Lord Mayor briefly returned thanks, and the company then retired.

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Monetary and Commercial.

The quantities of produce afloat from the principal ports in the Far East is as follows :—Singapore and Penang : Gambier 5,715 tons, Tin 50 tons, Sago Flour 3,520 tons, Pearl Sago 1,109 tons, Black Pepper 1,891 tons, White Pepper 614 tons, Gutta-percha 57 tons, Nutmegs and Mace 42 tons, Coffee 35 tons, Sapanwood 11 tons, Rattans 16,840 tons, Hides 5,983 tons, Sugar 1,038 tons, India-rubber 71 tons, Horns 83½ tons, Malacca Canes 588 tons, Dragon's-blood 19 tons, Damar Gum 274 tons, Benjamin Gum 122 tons, Copal Gum 96 tons, M. O. P. Shells 280 tons, Tapioca 288 tons. Manila : Sugar 13,415 tons, Coffee 515 tons, Hemp 1,762 tons, Sapanwood 41 tons, Cigars 1,410 tons, Saigon Rice 807 tons, Bankok Rice 1,472 tons.

The Manchester Market has lost the buoyant tone which prevailed during the greater part of last week, and a quieter feeling has been exhibited ; the transactions that have taken place being only on a moderate scale, in both Goods and Yarns. Where producers' engagement sapproach completion the tendency has been to easier prices, but as a rule prices have been fairly maintained.

During the ten days ending 10th inst. thirty-three ships passed through the Suez Canal. The transit revenue collected by the Canal Company in the same period amounted to £24,600.

Owing to improved receipts of the Indo-European Telegraph Company for the half-year ending June 30, coupled with a certain amount of relief which the Board have obtained from the Indian Government and a reduction of the transit rates acceded to by the Imperial Russian Government, the Board are enabled to declare an interim dividend for the half-year at the rate of 5 per cent. per annum, free of income tax. The dividend will be payable on and after the 1st proximo.

The Eastern Telegraph Company announces the payment on the 14th proximo of the usual interim dividend of 2s. 6d. per share, free of income tax, for the quarter ended the 30th June.

At a meeting of the Board of the Anglo-American Telegraph Company it was resolved to pay the usual interim dividend of 1¼ per cent., free of income tax, for the quarter ending the 30th inst.

A meeting of the Oriental Bank Corporation will be held on the 22nd proximo, when an interim dividend for the half-year ending June will be declared at the rate of 12 per cent. per annum. The meeting of the Chartered Mercantile will be on the 20th, and the Chartered Bank on the 21st.

The prospectus has appeared of the Live Cattle Importation Company (Limited), with a capital of £200,000, in 40,000 £5 shares. The formation of the company is for the purpose of importing cattle and other live stock into this country from Texas and other cattle producing States, by means of improvements in the mode of transit, which consist of a system of "'tween deck fittings," patented by Mr. F. H. Relph. The company have purchased the patent, and intend to grant licenses for its use.

The following joint-stock companies have recently been registered :—

Mercantile and Tradesmans Advance Company (Limited), capital £50,000, in £5 shares ; Manchester Patent Ice Company (Limited), capital £20,000, in £25 shares ; Manchester Underwriters Association (this is an unlimited company) ; Norton Green Coal Company (Limited), capital £20,000, in £1 shares ; Bermondsey Cotton Waste and Oil Company (Limited), capital £10,000, in £10 shares ; Abbey Lands (Isle of Man) Silver Lead Mining Company (Limited), capital £20,000, in £1 shares.

The Market for Bar Silver remains flat, and the demand is limited. The quantity received during the week has been large ; being about £72,000 from Valparaiso ; £65,000 from China, and £110,600 from New York. There is no supply of Mexican Dollars, there having been no arrivals.

The bullion per P. and O. steamer *Australia*, from Southampton, Sept. 24, was—in gold to Galle, £980 ; in silver to Shanghai, £14,070 ; to Hong Kong, £23,500 ; to Singapore, £16,000 ; total in gold, £980 ; in silver, £53,570.

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's Tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 17th Sept., 1874, compared with the corresponding periods of the two preceding years :—

HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 17th Sept., 1874, 6,946,763 yards ; for the twelve months, 121,943,046 yards ; for the twelve months, 1873, 90,645,750 yards ; for the twelve months, 1872, 84,846,538 yards. Increase for 1874 against 1873, 31,295,296 yards.

COLOURED COTTONS.—Export for the month ended 17th Sept., 1874, 265.927 yards ; for the twelve months, 5,406,771 yards ; for the twelve months, 1873, 4,283,086 yards ; for the twelve months, 1872, 1,877,511 yards. Increase for 1874 against 1873, 1,123,685 yards.

PRINTED COTTONS.—Export for the month ended 17th Sept., 1874, 43,968 yards ; for the twelve months, 730,170 yards ; for the twelve months, 1873, 2,015,739 yards ; for the twelve months, 1872, 2,426,129 yards. Decrease for 1874 against 1873, 1,285,579 yards.

COTTON YARN.—Export for the month ended 17th Sept., 1874, 1,024,850 lbs. ; for the twelve months, 12,484,748 lbs. ; for the twelve months, 1873, 8,900,455 lbs. ; for the twelve months, 1872, 7,863,776 lbs. Increase for 1874 against 1873, 3,584,293 lbs.

SHANGHAI.

PLAIN COTTONS. — Export for the month ended 17th Sept., 1874, 14,849,862 yards ; for the twelve months, 259,008,542 yards ; for th twelve months 1873, 245,595,166 yards ; for the twelve months 1872, 317,333,622 yards. Increase for 1874 against 1873, 13,413,376 yards.

COLOURED COTTONS.—Export for the month ended 17th Sept., 1874, 573,345 yards ; for the twelve months, 14,824,075 yards ; for the twelve months 1873, 17,148,081 yards ; for the twelve months 1872, 9,265,660 yards. Decrease for 1874 against 1873, 2,324,006 yards.

PRINTED COTTONS.—Export for the month ended 17th Sept., 1874, 249,059 yards ; for the twelve months 5,286,724 yards ; for the twelve months 1873, 8,120,539 yards ; for the twelve months 1872, 8,096,354 yards. Decrease for 1874 against 1873, 2,833,815 yards.

COTTON YARN.—Export for the month ended 17th Sept., 1874, 51,610 lbs. ; for the twelve months, 788,380 lbs. ; for the twelve months 1873, 1,478,533 lbs. ; for the twelve months 1871, 1,109,960 lbs. Decrease for 1874 against 1873, 690,153 lbs.

JAPAN.

PLAIN COTTONS. -Export for the month ended 17th Sept., 1874, 2,547,555 yards ; for the twelve months, 36,493,137 yards ; for the twelve months 1873, 31,064,214 yards ; for the twelve months 1872, 24,973,506 yards. Increase for 1874 against 1873, 5,428,923 yards.

COLOURED COTTONS.—Export for the month ended 17th Sept., 1874, 361,628 yards ; for the twelve months, 2,983,189 yards ; for the twelve months 1873, 6,113,753 yards ; for the twelve months 1872, 2,346,413 yards. Decrease for 1874 against 1873, 3,130,564 yards.

PRINTED COTTONS.—Export for the month ended 17th Sept., 1874, 63,100 yards ; for the twelve months, 833,448 yards ; for the twelve months 1873, 2,925,184 yards ; for the twelve months 1872, 1,581,289 yards. Decrease for 1874 against 1873, 2,091,736 yards.

COTTON YARN.—Export for the month ended 17th Sept., 1874, 798,800 lbs. ; for the twelve months, 12,133,732 lbs. ; for the twelve months 1873, 9,817,562 lbs. ; for the twelve months 1872, 14,984,924 lbs. Increase for 1874 against 1873, 2,316,170 lbs.

SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 17th Sept., 1874, 4,198,644 yards ; for the twelve months, 80,227,996 yards ; for the twelve months 1873, 65,720,595 yards ; for the twelve months 1872, 66,626,364 yards. Increase for 1874 against 1873, 14,507,401 yards.

COLOURED COTTONS.—Export for the month ended 17th Sept., 1874, 164.462 yards ; for the twelve months, 5,084,549 yards ; for the twelve months 1873, 4,800,777 yards ; for the twelve months 1872, 5,235,948 yards. Increase for 1874 against 1873, 283,772 yards.

PRINTED COTTONS.—Export for the month ended 17th Sept., 1874, 434,752 yards ; for the twelve months, 3,880,166 yards ; for the twelve months 1873, 2,763,149 yards ; for the twelve months 1872, 4,104,853 yards. Increase for 1874 against 1873, 1,117,017 yards.

COTTON YARN.—Export for the month ended 17th Sept., 1874, 161,836 lbs. ; for the twelve months, 2,061,661 lbs. ; for the twelve months 1873, 1,958,604 lbs. ; for the twelve months 1872, 1,741,375 lbs. Increase for 1874 against 1873, 103,057 lbs.

BATAVIA.

PLAIN COTTONS.—Export for the month ended 17th Sept., 1874, 2,960,587 yards ; for the twelve months, 32,621,788 yards ; for the twelve months, 1873, 20,486,256 yards ; for the twelve months, 1872, 20,323,518 yards. Increase for 1874 against 1873, 12,135,532 yards.

COLOURED COTTONS.—Export for the month ended 17th Sept., 1874, 1,104,802 yards ; for the twelve months, 10,349,760 yards ; for the twelve months 1873, 9,547,437 yards ; for the twelve months 1872, 9,561,016 yards. Increase for 1874 against 1873, 802,323 yards.

PRINTED COTTONS.—Export for the month ended 17th Sept., 1874, 574,148 yards ; for the twelve months, 6,450,275 yards ; for the twelve months 1873, 9,267,036 yards ; for the twelve months 1872, 11,025,524 yards. Decrease for 1874 against 1873, 2,816,761 yards.

COTTON YARN.—Export for the month ended 17th Sept., 1874, 93,070 lbs. ; for the twelve months, 783,944 lbs. ; for the twelve months 1873, 614,720 lbs. ; for the twelve months 1872, 426,874 lbs. Increase for 1874 against 1873, 169,224 lbs.

MANILA.

PLAIN COTTONS.—Export for the month ended 17th Sept., 1874, 929,825 yards ; for the twelve months, 21,965,003 yards ; for the twelve months 1873, 15,855,719 yards ; for the twelve months 1872, 11,912,526 yards. Increase for 1874 against 1873, 6,109,284 yards.

COLOURED COTTONS.- -Export for the month ended 17th Sept., 1874, 846,049 yards ; for the twelve months, 14,128,921 yards ; for the twelve months 1873, 15,563,630 yards ; for the twelve months 1872, 8,442,616 yards. Decrease for 1874 against 1873, 1,434,709 yards.

PRINTED COTTONS.—Export for the month ended 17th Sept., 1874, 337,632 yards ; for the twelve months, 3,946,537 yards ; for the twelve months 1873, 2,178,305 yards ; for the twelve months 1872, 360,469 yards. Increase for 1874 against 1873, 1,768,232 yards.

COTTON YARN.—Export for the month ended 17th Sept., 1874, 61,220 lbs. ; for the twelve months, 913,830 lbs. ; for the twelve months 1873, 663,560 lbs. ; for the twelve months 1872, 496,241 lbs. Increase for 1874, against 1873, 250,270 lbs.

CEYLON.

PLAIN COTTONS.—Export for the month ended 17th Sept., 1874, 1,038,445 yards ; for the twelve months, 31,301,938 yards ; for the twelve months, 1873, 32,564,872 yards ; for the twelve months 1872, 29,802,117 yards. Decrease for 1874 against 1873, 1,262,934 yards.

COLOURED COTTONS.—Export for the month ended 17th Sept., 1874, 103,817 yards ; for the twelve months, 3,041,464 yards ; for the twelve months 1873, 1,612,389 yards ; for the twelve months, 1872, 1,875,074 yards. Increase for 1874 against 1873, 1,429,075 yards.

PRINTED COTTONS.—Export for the month ended 17th Sept., 1874, 175,063 yards ; for the twelve months, 2,406,745 yards ; for the twelve months 1873, 3,668,239 yards ; for the twelve months, 1872, 4,074,685 yards. Decrease for 1874 against 1873 1,261,494 yards.

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Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Sep.16	Nostre Padre	Palazza	Rangoon	Falmouth
17	Zehlima	Chambers	Bassein	Do.
17	Elise and Mathilde	Sundesen	Rangoon	Do.
19	Zouvae	Rowell	Rangoon, for Hamburg	Off Deal
16	Wimbledon	Christie	Bassein	Liverpool
17	Botanist	Longridge	Do.	Do.
17	Chrysolite	Parsons	Do.	Do.
17	Bacchus	Williams	Rangoon	Do.
13	Francis B. Fay	Osgood	Do.	Bremerhaven
	Codan	Boysen	Singapore	New York
18	Lady Octavia	Welch	Akyab	London
18	Emily Augusta	Walters	Do.	Do.
17	Hankin Haakensen	Meyn	Akyab, for Copenhag.	Off Dungeness
17	Etta	Pritchard	Rangoon	Falmouth
21	Amicizia Savona	Scotto	Do.	Liverpool
18	Dolen	Diedricksen	Akyab	Falmouth
18	Kedron	Shong	Singapore	Liverpool
18	Albertine	Owen	Rangoon	Do.
18	Pontiac	Owens	Do.	Do.
22	Belpore	Rogers	Bassein	Do.
19	Nieuwe Waterweg	Valk	Java	Texel
19	Tecumsah	Bennett	Rangoon	Falmouth
	Viola	Slater	Maulmain	Queenstown
17	Annie Maria	Drysdale	Akyab	Terneuse
Aug28	Wildwood	Frost	Zebu	San Francisco
	Angustine	Barvier	Hong Kong	Do.
Sep.19	Don Antonica	Bado	Sourabaya	London
20	Neauphar	Souter	Colombo	Do.
20	Elliott	Liverseed	Do.	Do.
20	Prince Victor	Bailey	Rangoon	Queenstown
20	Nina Mathilde	Ferraro	Akyab	Do.
	Marmion	Boyd	Hong Kong	San Francisco
	Endeavour	Worland	Zebu	New York
21	Brisbane	Huddleston	Singapore	London
21	Walton	Shields	Osaka	Do.
20	Innocenta	Fontini	Rangoon	Plymouth
19	V. Armin	Ruhase	Do.	St. Mawes
22	Java	Miller	Do.	London
20	Perseveranza	Alicardi	Akyab	Falmouth
20	Aurora	Visser	Rangoon	Do.
20	Amalthea	Salveson	Akyab	Do.
20	Neptune	Stuck	Do.	Do.
20	Agastino B	Baduracco	Rangoon	Do.
20	Isaac	Vides	Do.	Do.
20	Racine	Jacq	Akyab	Do.
21	Nagpore	Trevillick	Rangoon	Liverpool
21	Coimbatore	Houston	Bassein	Do.
18	Hortsfjord	Meyer	Akyab	Bremerhaven
19	Bengalen	Bondon	Rangoon	Brouwershaven
21	Caroline	Calder	Colombo	London
22	Copenhagen	Dastand	Rangoon	Do.
21	Wave	Bugge	Akyab	Falmouth
22	Maria Casabuona	Schiaffino	Rangoon	Queenstown
Aug30	Clara Bell	Pierce	Manila	San Francisco
Sep. 1	Cleta	Whyte	Bangkok	Do.
11	Nydia	Harwood	Singapore	Boston
23	El Dorado (s.)	Kerr	Colombo, &c.	London
23	Isabella Croom	Nicoll	Rangoon	Do.
23	Gladstone	Watson	Colombo, &c.	Do.
23	Dovercourt	Munroe	Colombo	Do.
22	C. T. Ray	Fraser	Saigon	Falmouth
	Pauline	Tyer	Singapore	Clyde
20	Celebes (s.)	—	Batavia	Texel
21	Graafstroom	Leicher	Do.	Brouwershaven
22	Mentana	Desplouses	Akyab	St. Nazaire
	Aristos	Riddahl	Hong Kong	San Francisco

DEPARTURES.

Date.	Ship.	Captain.	For	From
Sep.18	Banca (s.)	Reynolds	Singapore and Java	London
20	Nankin (s.)	Bruce	Singapore, China, &c.	Do.
16	Deutchland	—	Singapore	Cardiff
16	Eda Beatrice	—	Penang	Newcastle
18	Bonita	Wessemberg	Hong Kong	Cardiff
19	Glaucus (s.)	Wilding	Singapore, China, &c.	Liverpool
18	Dictator	—	Singapore	Newcastle
17	Carl Ritter	Lausen	Penang, &c.	Hamburg
18	Niewland	Nasholm	Sourabaya	Penarth
20	Mora	Angel	Yokohama	Liverpool
18	Voorwaarts (s.)	Roggen	Batavia	Texel
11	Pearl	Harding	Anjer	New York
18	Emma Ives	Jenkins	Colombo	Glasgow
19	Saleta	Erezuna	Manila, &c	Do.
19	Varuna	Sachau	Hong Kong	Hamburg
Aug18	Atlanta	Davis	Batavia	Buenos Ayres
23	Mary Anne	Follet	Do.	Rio Janeiro
Sep.22	Glencarn (s.)	Auld	Singapore, China, &c.	London
21	Normanby (s.)	Park	Singapore	Glasgow
24	Corea	Adams	Shanghai	London

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Yokohama, Hiogo, and Nagasaki: Calabar. For Singapore, Hong Kong, and Shanghai: Crocus, Formosa, Glenlyon. For Penang, Singapore, Hong Kong, and Shanghai: Hankow. For Colombo, &c.: Viceroy, Bertha, Duke of Sutherland, El Dorado.

SAILING VESSELS.—For Yokohama and Hiogo: Evelyn. For Shanghai: Belted Will. For Hong Kong: Eleanor, Miako. For Foochow: Zoraya. For Singapore: Star of the South, St. Andrew's Castle. For Colombo: Lion, Seafield. For Batavia and Sourabaya: Glenisla.

At LIVERPOOL.—For Shanghai (via Cardiff): Champion of the Seas. For Penang, Singapore, Hong Kong, and Shanghai: Sarpedon (str.), Achilles (str.), Deucalion (str.), Menelaus (str.), Ajax (str.). For Galle: Staffa, Astrida. For Singapore and Manila: Yrurac Bat (str.), Leon (str.). For Batavia and Sourabaya: Emma and Robert, Hawkhope. For Singapore: Cleopatra.

At GLASGOW.—For Singapore, Hong Kong, and Shanghai: Ocean (str.), Fleurs Castle (str.). For Singapore: Stanfield, Brisbane (str.).

SPOKEN.

ZUID HOLLAND, Newcastle to Batavia, June 20, 23 S., 16 W.
BANCA (str.), London to Singapore, Sept. 19, off South Foreland.
W. H. S. F. (Douglas Castle), Tyne to Singapore, Sept. 14, 48 N., 8 W.
Q. S. J. D. (Monte Allegro Itl. s.), Sgpe. to Ldn., Sept. 15, 44 N., 21 W.
N. B. K. S. (Adriatic barq.), Cardiff to Singapore, Sept. 13, 13 W.

FREIGHTS AND CHARTERS.

There is a good demand for tonnage both for steam and sailing vessels to the East. Homeward there is some enquiry for forward vessels from Java, and there are orders in the market at low rates for steamers from Ceylon.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 60s. to 65s. weight, 55s. to 60s. meast. To Hiogo: 65s. weight, 70s. meast. To Nagasaki: 65s. weight, 70s. meast. To Shanghai: 50s. to 55s. weight, 40s. meast. To Hong Kong: — weight, 40s. meast. To Singapore: 50s. weight, 40s. meast. To Penang: 50s. weight, 40s. meast. To Colombo: 40s. weight, 40s. meast. To Foochow: 75s. weight, 70s. meast. To Batavia: 40s. weight, 50s. meast. To Samarang and Sourabaya: 50s. weight, 65s. meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 35s. meast. To Hiogo: 45s. weight, 40s. meast. To Shanghai: 35s. to 40s. weight, 30s. meast. To Hong Kong: 30s. to 35s. weight, 25s. meast. To Singapore: 27s. 6d. weight, 25s. meast. To Colombo: 25s. weight or meast. To Batavia and Sourabaya: 30s. weight or meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Singapore: £23. To Penang: £25, f.c. To Batavia and Sourabaya: 25s. to 26s. (per ton). To Galle: £20.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. 6d. To Hong Kong: 32s. 6d. To Shanghai: 35s. To Singapore: 23s. To Galle: 22s. To Batavia: 27s. 6d. To Sourabaya: 30s. To Colombo: 24s. To Manila: 28s. to 30s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Galle: 18s.

CASUALTIES.

Advices from Cape Town, 25th Aug., state that the Emma (Dutch barque), Deckerlin, from Newcastle to Batavia, put into Simon's Bay, 16th, for repairs to bulwarks and rudder-head, having encountered a gale, 2nd, off Tristan d'Acunha.

MANILA.—[Singapore, Sept. 21, 4 P.M.]—The Ida (barque), from Saigon to Zebu, with rice, has been totally lost on the coast of Mactan; all hands saved.

The Cleta, Whyte, which arrived at San Francisco, 1st Sept., from Bangkok, reports having encountered a gale from the E. on the 22nd July, in lat. 33 N., lon. 127 E., lasting three days, during which she shipped large quantities of water, and had cabin flooded and cargo shifted.

Bertie, barque, Singapore to Liverpool, has put back, having struck on a sunken rock or reef in Gaspar Straits 11th Sept. She will discharge for repairs.

MISCELLANEOUS.

Telegrams from Shanghai state that the damage to the Estepona (str.) was much more extensive than was originally inferred from the report of the divers at Nagasaki.

The Gordon Castle left Lisbon on 21st; all well. Total disbursements, £4,500.

A telegram from Shanghai states that the Union (French barque) cannot be got off, and is to be sold as she lies.

At TABLE BAY, AUG. 17.—Her Royal Highness, King, and sailed for Galle.

NOTICE TO MARINERS.

Malay Peninsula.—Malacca Strait.—North and South Sands.—Alteration in Light at One Fathom Bank.—The Master Attendant of Singapore has given notice that on the 15th day of May, 1874, the following alteration was made in the light at One Fathom Bank, viz.:—The light-vessel moored off One Fathom Bank was removed, and that from a screw iron pile light tower which has been placed on the bank in fifteen feet water, half a mile S. by E. from the position previously occupied by the light-vessel, a light was exhibited. The light is a *revolving* white light attaining its greatest brilliancy *every minute;* it is elevated sixty-one feet above the level of the sea, and in clear weather should be seen from a distance of thirteen miles. The light tower is painted in belts of red and slate colour. Position, lat. 2 deg. 52 min. 8 secs. N., lon. 100 deg. 59 min. 2 secs. E. A red buoy is moored in fourteen feet at the north end of One Fathom bank.—Hydrographic Office, Admiralty, Sept., 1874.

SHIPPING DUES IN PORTUGESE COLONIES.—The Board of Trade have received a despatch from Her Majesty's Chargé d' Affaires at Lisbon, transmitting a copy of a Royal Decree issued by the Portuguese Government fixing the amount of sanitary dues and fees payable by ships anchoring or performing quarantine in any port of the Portuguese Colonies in Africa, and at Macao and Timor.

Messrs. John Elder and Co. have launched from their shipbuilding yard at Fairfield, Govan, an iron paddle steamer of 3,590 tons B.M., and 300-horse power nominal. Her dimensions are—length between perpendiculars, 300 feet; breadth moulded, fifty feet; breadth over sponson, eighty-three feet; depth moulded, thirteen feet. She is named the Chusan, and has been built to the order of Messrs. Baring Brothers and Co., of London, for the S.S.N. Co., and is intended for service on the Yang-tsze.

THE steamer building at Aberdeen by Messrs. Hall, Russell, and Co. for the line of Messrs. Russell and Sturgis, Manila, will be ready to launch in about six weeks. The one building for the same firm at the yard of Messrs. A. and J. Inglis, on Clyde, is also in a forward state.

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DEUTSCHE BANK.

(Registered in Berlin as a Limited Company, under Prussian Law.)

CAPITAL SUBSCRIBED AND PAID UP,

15,000,000 Thalers (£2,250,000).

RESERVE FUND—334,537 Thalers.

HEAD OFFICE, BERLIN—29, BURG STRASSE

LONDON BANKERS.
National Provincial Bank of England
German Bank of London (Limited).

LONDON SOLICITORS.
Messrs. Freshfields.

AGENCIES.
Hamburg, Bremen, Shanghai, and Yokohama.

AGENTS IN NEW YORK.
Messrs. Knoblauch and Lichtenstein.

LONDON AGENCY.
50, Old Broad-street, E.C.

MANAGER.
G. Pietsch, Esq.

The London Agency is prepared to transact Foreign Banking business of every description, on terms to be ascertained at its office.

STANDARD LIFE ASSURANCE.

REDUCED PREMIUMS.

CHINA and JAPAN.—The Directors of the STANDARD LIFE ASSURANCE COMPANY have reduced the rates of premium to be hereafter charged for residence in certain parts of China and Japan, and full particulars as to terms, regulations, and conditions may be had at the offices of the Company.

Local Boards and Agencies in India, China, and all the colonies.

Moderate premiums, at rates suited to each climate.

Immediate reduction to home rates on return to Europe or other temperate climate.

Loans advanced to civilians and military officers.

Profits divided every five years.

Annual income of the Company upwards of £700,000 sterling. Invested capital and accumulations upwards of £4,500,000.

H. JONES WILLIAMS, Gen. Sec. for England
82, King William-street, E.C.

JOHN O'HAGAN, Res. Sec., West-end Office
3, Pall-mall East.

Edinburgh ... 3 and 5, George-street.
Dublin ... ... 66, Upper Sackville-street.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.

Reserve Fund, $775,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

RUTTER'S TABLES.

Now ready.

1. RUTTER'S SILK AND TEA TABLES. Price 10s.
2. RUTTER'S METRIC SYSTEM OF WEIGHTS AND MEASURES TABLES. Price 4s.
3. RUTTER'S EXCHANGE TABLES BETWEEN ENGLAND, INDIA, AND CHINA. Price 25s.
4. RUTTER'S GENERAL INTEREST TABLES FOR DOLLARS, FRANCS, MILREIS, &c. Price 10s. 6d.

London EFFINGHAM WILSON, Royal Exchange.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street, London, 1874.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.

HEAD OFFICE—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street, E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office

Diploma of Merit, Vienna Exhibition, 1873.

YORKSHIRE RELISH

THE most delicious SAUCE in the world to CHOPS, STEAKS, FISH, &c. Sold by all Grocers and Oilmen in bottles 6d., 1s., and 2s. each. Trade mark—Willow-pattern plate.

PROPRIETORS:—
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Diploma of Merit, Vienna Exhibition, 1873.

GOODALL'S BAKING POWDER.

THE BEST IN THE WORLD.—Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter, or Lard. Bread made with this Powder is much easier to digest, and much more wholesome than that raised with yeast, and a larger quantity is obtained from the same weight of flour. One trial will convince the most sceptical of its superiority over others. Sold by Grocers, Chemists, and Oilmen in 1d. packets; 6d., 1s., 1s. 6d., and 2s. Tins. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.

GOODALL'S QUININE WINE.

THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s., 1s. 1½d., 2s., and 2s. 3d. each. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

MacEWEN, FRICKEL, & Co.,

QUEEN'S ROAD, HONG KONG

GENERAL STOREKEEPERS AND COMMISSION AGENTS.

Special Agents for the
LONDON AND CHINA EXPRESS

HOLLOWAY'S OINTMENT

AND PILLS.—SECURITY AGAINST BAD HEALTH.—With damp, dull days of Autumn maladies are made manifest unless the blood be pure and the skin active. Eruptions, blotches, and more formidable skin affections may be successfully subjugated by the use of Holloway's detergent Ointment, aided by moderate doses of his purifying Pills. Hoarseness, sore throat, chronic cough, enlarged glands, and stiff neck will be at once relieved by rubbing this cooling Ointment upon the skin overlaying or adjacent to the afflicted parts. Rheumatism and its allied ailments, which, when once contracted, were wont to torture to the end of life, can now be readily and completely cured by using these resistless remedies.

OSLER'S GLASS CHANDELIERS.

WALL LIGHTS AND LUSTRES FOR
CHANDELIERS IN BRONZE AND ORMOLU
KEROSENE, MODERATOR, AND OTHER LAMPS
FOR INDIA AND HOME USE.
TABLE GLASS OF ALL KINDS.
ORNAMENTAL GLASS, ENGLISH AND FOREIGN

LONDON—Show Rooms, 45, Oxford-street, W.
BIRMINGHAM—Manufactory and Show Rooms, Broad-street. Established 1807.

GRAND HOTEL COMPANY.

YOKOHAMA, JAPAN.

THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steam ship lines in and out of Yokohama.

J. LYONS, Manager.
W. H. SMITH, Managing Director

GRAND HOTEL, VENICE.

FORMERLY HOTEL NEW YORK.

ON the Grand Canal. First-class house, with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

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SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all other conveniences.

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FIRST-CLASS English Family Hotel. Highly recommended.

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AN old-established and thoroughly comfortable Hotel, in a central position. Large Dining Saloon, Restaurant, Reading Rooms, &c.

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ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

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THIS Hotel is most pleasantly situated in front of the Royal Gardens, and can be highly recommended to passengers per Messageries steamers to and from India, China, &c.

HOTEL KRON PRINSEN HAMBURG.

SITUATED on the Alster. A first-class House, at moderate prices.

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SITUATED in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from f.50 to f.4 per day Restaurant, Table d'Hote, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the establishment.

12, RUE CASTIGLIONE, 12.

HOTEL DE LA VILLE, TRIESTE.

PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.

Restaurant, Cafe, and Reading Room, with English French, and German papers, and the *London and China Express*. Omnibus attends the trains.

CHARGES MODERATE.

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WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-rooms free to Passengers
The *London and China Express* on Sale.

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SPECIAL NOTICE.—SUEZ CANAL.—Under contract with H.M. Government.—The PENINSULAR AND ORIENTAL COMPANY'S weekly steamers now proceed through the SUEZ CANAL with H.M. mails to Bombay and Calcutta alternately.

OVERLAND ROUTE and SUEZ CANAL. — Under contract for the conveyance of the Mails to the Mediterranean, India, China, Japan, and Australia. The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, from Venice every Friday, and from Brindisi, with the Overland Mails, every Monday.

Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...		...
Hindostan	3,113	600	Oct.	1	Mediterranean, Aden, Bombay.
*Surat.....	3,000	530	Oct.	8	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Cathay ...	2,982	450	Oct.	15	Mediterranean, Aden, Bombay.
*Peshawur.	3,781	600	Oct.	22	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Malwa ...	2,933	450	Oct.	29	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

JAPAN AND CHINA.

Great Reduction in Fares.—Mail Route via San Francisco.

THE PACIFIC MAIL STEAMSHIP COMPANY will despatch their magnificent Steamers of 3,000 tons and upwards, with mails and passengers, twice every month, from San Francisco to Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, and vice versa.

THROUGH FARES FROM ENGLAND, via New York and Panama, to Yokohama, £60; beyond Yokohama, £70. Via Union Pacific Railway, to Yokohama, £73; beyond Yokohama, £83. Best berths in steamers.

The Company's Steamers leave New York twice a month (via Panama) for San Francisco and intermediate ports.

For Through Fares and other information apply to Messrs. BOWDEN and WILLANS, 34, Leadenhall-street.

ROUND THE WORLD BY STEAM.—Coupon Tickets issued for the ROUND JOURNEY. Fare £165 and upwards.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL. — MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET. — FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Mei-Kong ...	Oct.	11	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Sindh ...	Oct.	25		
Anadyr ...	Nov.	8		
Provence ...	Nov.	22		
Tigre ...	Dec.	6		
Amazone ...	Dec.	20		

The Steamers of the 25th Oct., 22nd Nov, and 20th Dec.. connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 11th Oct., 8th Nov., and 6th Dec. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

SHAW, MAXTON, and CO. will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Shanghai ...	Belted Will	A1 14 yr.	812	S.W.I.	With des
Foochow.....	Yoroya.....	A1 13 yr.	383	St.Kth	With des

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

YOKOHAMA and HIOGO.—The favourite clipper EVELYN, A1 13 years, South West India Dock, will have quick despatch. Has excellent chief cabin accommodation.

The "Ada," A1 17 years, to follow.

ROBERTSON and Co., 5, Newman's-court, Cornhill, E.C., London.

CASTLE LINE OF STEAM PACKETS FROM LONDON.—For SINGAPORE, HONG KONG, and SHANGHAI (last shipping day, 3rd Oct.), the magnificent steamship CROCUS, 200 A1, 2,000 tons register, 225-horse power nominal, R. H. JOY, Commander; will load in the South West India Dock. This splendid steamer, well known in the China trade, has superior accommodation for passengers.

Apply to THOMAS SKINNER and Co., 5, East India-avenue, London, E.C.

CASTLE LINE OF STEAM PACKETS FROM LONDON FOR SINGAPORE HONG KONG, AND SHANGHAI.—The magnificent, new, Clyde-built steamship GLAMIS CASTLE, 2,380 tons, 100 A 1, 300-horse power, nominal, W. HOLMES, Commander; will load in the South West India Dock. The attention of shippers and passengers is directed to this splendid steamer. She has excellent accommodation for cabin passengers.

For Freight or Passage apply to THOMAS SKINNER and Co., 5, East India-avenue, Leadenhall-street, E.C.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenlyon	100 A1	2,119	275	Oct. 10
Glenroy	100 A1	2,121	250	To follow
Glengyle	100 A1	1,676	200	To follow
Glencagles	100 A1	2,120	330	To follow
Glenfinlas	100 A1	2,120	330	New boat
Glenartney	100 A1	2,106	330	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glenearn	100 A1	2,120	330	To follow

For terms of Freight and Passage apply to MCGREGOR, Gow, and Co., No. 1, East India-avenue, London.

THE CHINA LINE OF STEAMERS via SUEZ CANAL, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates at shippers' risk; last shipping day, 10th October; the magnificent new full-powered screw steamer HANKOW, 100 A1, 2,332 tons register, 450-horse power nominal; W. SYMINGTON, Commander; South West India Docks. This splendid steamer, built especially for the China trade by Messrs. C. Mitchell and Co., Walker-on-Tyne, is expected to prove herself the fastest steamship in the trade. Has elegant accommodation for first-class passengers, replete with every comfort. Will carry a surgeon and stewardess if necessary.

For Freight or Passage apply to the Owners, WATTS, MILBURN, and Co., 85, Gracechurch-street; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

Steam via the Suez Canal.

TO PENANG, SINGAPORE, YOKOHAMA, HIOGO, and NAGASAKI, with liberty to call at Hong Kong, taking goods and passengers at through rates in conjunction with steamers of the East Australian Mail Steam Co. (Limited), to Australia, &c.; to sail 29th September; the favourite full-powered screw steamer LY-EE-MOON, 90 A1, 1,200 tons gross, 800 net register, 160-horse power nominal, 800 effective; GEORGE R. STEVENS, Commander; East India Docks. This splendid steamer is confidently expected to deliver her cargo at Yokohama under sixty days from date of sailing. She has unusually spacious and well ventilated accommodation for first, second, and third-class passengers. Will carry a surgeon and stewardess, if necessary

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

Steam via the Suez Canal.

TO SINGAPORE, YOKOHAMA, HIOGO, AND NAGASAKI, with liberty to call at Hong Kong, last shipping day, 15th October; the favourite full-powered screw steamer CALABAR, 20 years in Liverpool book; 1,300 tons gross, 800 nett register; 380-horse power nominal, 1,900 effective; R. W. HUTCHISON, Commander; East India Docks. This magnificent steamer having been built for mail service has unusually spacious and well ventilated accommodation for saloon passengers.

For freight or passage apply to J. and R. GRANT, 1, Leadenhall-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

CHINA.

THE following SPLENDID First-class CLIPPERS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Miako	A1 16 yr.	E.I.D.	With des.
Hong Kong	Eleanor	A1 13 yr.	S.W.I.D.	To follow
Hong Kong	Osaka	A1 17 yr.	E.I.D.	To follow

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.	Tons	Brokers.	To Sail.
Ly-ee-Moon, s.s. ...	1,200	Norris & Joyner...	Sept. 29
Glenlyon, s.s. ...	2,119	McGregor, Gow, & Co.	Oct. 10
Crocus, s.s.	2,000	Thos. Skinner & Co.	Oct. 3
Glamis Castle, s.s. ...	2,380	Do. do.	—
LIVERPOOL.			
Deucalion, s.s. ...	1,596	Alfred Holt ...	Sept. 29
Achilles, s.s. ...	1,550	„ ...	Oct. —
GLASGOW.			
Brisbane, s.s. ...	1,500	T. Skinner & Co.	Oct. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

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LIEBIG COMPANY'S EXTRACT OF MEAT

as "stock" for beef-tea, soups, made dishes, and sauces; gives fine flavour and great strength. Invariably adopted in households when fairly tried.

CAUTION.—Genuine only with Baron Liebig's facsimile across label.

P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

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THE safest, surest and quickest mode of realising Coffee Estates is by registering them with the undersigned, who is always prepared to buy or to sell.

Seventy already sold—fifty now on the register.

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ALEXANDER BROWN,

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VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and transacts all kinds of Estate and Agency Business.

THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Sept. 28, 1874.

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 579.] LONDON, MONDAY, OCT. 5, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Oct. 1.
JAPAN—Yokohama	June 26	Aug. 11	Aug. 14*
Yedo			
Osaka and Hiogo	„ 26	„ 16	„ 17*
Hakodadi			
Nagasaki	—	—	„ 11
CHINA—Peking	—	—	July 31
Tien-tsin	—	—	Aug. 9
Chefoo	—	—	„ 8
New-chwang	—	—	„ 5
Hankow	„ 12	July 27	„ 13
Kiu-kiang	—	—	„ 10
Chin-kiang			
Shanghai	„ 26	Aug. 5	„ 16
Ningpo	—	—	„ 13
Foochow	„ 26	„ 6	„ 16
Formosa	—	—	„ 13
Amoy	—	—	„ 17
Swatow	—	—	„ 18
Hong Kong	July 10	„ 18	„ 22
Canton	—	—	„ 20
Macao	—	—	„ 21
PHILIPPINES—			
Manila	„ 8	„ 9	„ 16
COCHIN-CHINA			
Saigon	„ 8	„ 6	„ 13
SIAM — Bangkok	„ 8	„ 8	„ 15
BORNEO—			
Labuan	—	—	„ 14
Sarawak	—	—	„ 16
JAVA — Batavia	„ 24	„ 26	„ 27
Samarang	—	—	„ 13
Sourabaya	-	—	„ 8
MALACCA STRAITS—			
Singapore	„ 31	„ 29	„ 29
Penang	„ 24	„ 21	„ 24
CEYLON—			
Galle	Aug. 14	Sept. 7	Sept. 7
Colombo	„ 7	Aug. 29	„ 5

* By Pacific mail *via* San Francisco.

THE MAILS, &c.

The French mail, with the advices dated as above, was delivered, *via* Marseilles, on the 1st inst., four days in advance of its due date. The Pacific mail, with Yokohama dates to the 14th August, was received, *via* San Francisco, on the 29th ult. The next inward (P. and O.) mail, bringing advices Yokohama 19th, Shanghai 23rd, Hong Kong 29th August, Singapore 6th Sept., is due, *via* Brindisi, on Monday next, the 12th inst.

The Saigon-Hong Kong section of the Eastern Extension Telegraph Company's cables is still interrupted. The steamer *H. C. Orsted* left Amoy on the 27th ult. to repair the Great Northern Company's cable between Amoy and Hong Kong. The cable between Amoy and Shanghai is also interrupted.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Sindh*, arrived Sept. 29.—From Yokohama: Captain Pruhyn, M. Laplante. From Shanghai: Messrs. Fitzhenry, Carmichael, Bacconnier. From Hong Kong: None. From Saigon: Messrs. Dermond, Mackilloe, Ferdinand, Roque. From Singapore: Mrs. St. John. From Batavia: Mr. Francis, Mr. and Mrs. Rubenkoning, Mrs. Dunlop. From Galle: Mr. F. H. Logan, Mr. Harvey.

PASSENGERS OUTWARD.

Per P. and O. steamer *Australia*, from Southampton, Sept. 24.—To Hong Kong: Mr. Hearn, Staff Com. S. W. Browne, Mrs. Phillips, two Misses Brierton. To Ceylon: Mrs. Dowden, Mr. H. K. Phillips, Mr. E. A. Marras. To Colombo: Mrs. Wells.

Per P. and O. steamer *Malta*, from Brindisi, Oct. 5.—To Ceylon: Mr. W. Clutterbuck.

Per P. and O. steamer *Surat*, from Southampton, Oct. 8.—To Ceylon: Mr. and Mrs. Barker and son, Mrs. J. V. Dunlop, Mr. and Miss Aslett. To Galle: Miss Copeland. To Singapore: Mrs. G. F. Hose, Mr. McNair, Mr. and Mrs. Skinbrigge. To Hong Kong: Surg. Maj. Moorhead, Mrs. N. B. Dennys.

Per P. and O. steamer *Ceylon*, from Brindisi, Oct. 19.—To Singapore: His Excellency Governor Cairns, C.M.G., Mr. A. P. Maudslay. To Ceylon: Mr. Hedges, Mr. Robinson.

Per P. and O. steamer *Ceylon*, from Venice, Oct. 16.—To Singapore: Mr. W. F. Heniker.

Per P. and O. steamer from Venice, Nov. 13.—To Ceylon: Mrs. and Miss Delmage.

Per P. and O. steamer *Peshawar*, from Southampton, Oct. 22.—To Shanghai: Mrs Carey. To Singapore: Mr. Davids. To Galle: Mr. Hall, Mr. Borney. To Ceylon: Mr. de Winton.

Per French steamer *Meikong*, Oct. 11.—To Yokohama: Mr. Covil, Mr. R. Tome. To Shanghai: Mr. Harwood, Mrs. Seward, Mr. and Mrs. Lynes, Mrs. Koberlain, Mrs. Martin, Miss Martin. To Hong Kong: The Danish Ambassador, Mr. Scott, Mr O. E. Edwards, Mr. Courtheat and family. To Galle: Mr. Karslake, Mr. Cross, Mr. Shutter, Mr. F. Mortimer. To Batavia: Mr. and Mrs. Holland and three daughters, Mr. and Mrs. Bayer and daughter.

Per French steamer *Sindh*, Oct. 25.—To Yokohama: Rev. H. Evington. To Hong Kong: Bishop of Victoria and Mrs. Burdon, Rev. G. H. Sedgwick, Mr. May, Mr. C. Carroll and family. To Shanghai: Mrs. Little, Mr. Leopold Lefebre, seven missionaries, three sisters of mercy. To Saigon: Admiral Duperre and suite, Mr. A. Spooner. To Singapore: Mrs. Alabaster. To Galle: Mr. and Mrs. Vandespar, Miss Eidenberg.

Per French steamer *Anadyr*, Nov. 8.—To Yokohama: The Japanese Minister and suite. To Batavia: Mr. and Mrs. Brevet. To Hong Kong: Mr. E. Pye, Mr. F. Leyburn.

Per French steamer *Provence*, Nov. 22.—To Galle: Mr. Young, Mr. Ollivam, Mr. Broyer. To Saigon: Mr. Lalanne.

Per steamer *Glaucus* (Holt's Line), from Liverpool, Sept. 19.—To Singapore: Mr. Wright. To Hong Kong: Mr. Gibson, Mr. Barclay, Mr. and Mrs. Macgregor, Miss Dickson, Miss Ingram. To Shanghai: Mrs. Love.

Per steamer *Deucalion* (Holt's Line), from Liverpool, Sept. 30.—To Penang: Mr. Anson.

Per steamer *Ly-ee-Moon*, from London, Oct. 2.—For Port Said: Mr. C. Bergheims. For Hong Kong: Mrs. Sheridan, Mr. Johannes Fra'im. Mr. Thomas Driver. For Yokohama: Mr. John Babs, Mr. Tera Tegima, Mr. Binwell, Miss Croome and servant, Mrs. Stevens.

Per steamer *Crocus*, from London Oct. 5.—For Hong Kong: Mr. Peter Nicolay Larsen, Oscar Mathias Roune, Moller, F. Julius, Christian Muncke Holst, Valdemar Sophus Clausen, Rudolph August Stricker.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present French mail brings advices from this port to the 12th August; and by the Pacific mail we have two days later news, viz., to the 14th August; the French mail from London, 19th June, arrived out on the 4th August, and the following P. and O. mail of 26th June was received on the 11th August. The advices have been to a great extent anticipated by the copious telegram which appeared in our issue of the 21st ult.

The *Japan Herald* says, we are still without any news from Formosa, and the China papers state that the Japanese remain there inactive, whilst China (according to the same source) is biding her time, and is determined not to strike until she can do so with irresistible force. Knowing by old experience with European nations the advantages of a small but well-drilled and well-armed body over an undisciplined mob, she has resolved not to risk an attack until she is in every way prepared. Meanwhile the Japanese are evidently uncomfortable at the prospect before them. We mentioned in our last that Mr. Le Gendre had been sent to China to attempt to negotiate a settlement of the affair. It however appears that even the talents of that gentleman, added to those of Yanagiwara, the regularly accredited Envoy, are thought to be unequal to the emergency, for Okubo, the Minister of Finance (who is thought to be one of the ablest men in the present Government), left here by the last steamer *en route* to China, on a special mission, accompanied by M. Boissonade, a French legist attached to the Shihosho, who is to act as adviser. In connection with Mr. Le Gendre we may mention that a telegram received here states that he was arrested at Amoy by marines from a U.S. gunboat. There has not as yet been time to receive letters in confirmation of this intelligence. It has also transpired that the Japanese Government despatched one of the foreign employés of the navy under an assumed name to China to collect intelligence as to the strength of the Chinese fleet, &c. Meanwhile, reinforcements are being forwarded from Nagasaki to the support of the expedition.

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The following items of intelligence are from the *Japan Mail*:—

The attitude of the Japanese and Chinese Governments with reference to the Formosa question is, so far as we are able to learn, unchanged, although the activity exhibited by the former in the purchase of ships, arms, and munitions of war would seem to indicate the possibility of a final resort to a warlike solution of the difficulty. It is to be hoped, however, that an arrangement, fair to the Government of this country and honourable to both, may result from the mission of Okubo, who has proceeded to China with the view of conducting negotiations at Peking.

Passports are now issued by the Japanese Government for persons who for purposes of health or business may require them, on the demand of the representatives of the different nationalities. Foreigners in Japanese employ are subject to the same restrictions as other foreigners.

The American Consulate of Yokohama has been raised to a Consulate-General. General T. Van Buren has been commissioned to the post by his Goverment, and Mr. Mitchell, who for several months past has discharged the Consular duties with much ability and credit, has returned to the office of Vice-Consul, which he had previously occupied.

The line of telegraph between Awomori and Yedo is rapidly approaching completion, and before the fine season closes it is hoped that the deep-sea cable will have been laid across the Straits of Tsugar. The laying of a third line of wire to Nagasaki is also nearly completed.

General Myers and Colonel Lyford, of the United States army, have been presented to the Mikado by Mr. Bingham, and have delivered the presents which the President had forwarded for his Royal Highness.

The following Ministers have been promoted to the rank of *Sangi*:—Kuroda Kiyotaka, Chief of the Kaitakushi Department; Yamagata Aritaki, War Minister; and Ijichi Masuharu, the Chief of Sa-In.

A considerable reduction in the rates for telegrams to Europe has been recently made by Messrs. Reuter and Co. and the Oriental Telegram Company; ten words can now be sent for $20.

The past fortnight has been unusually cool. The hill country in the vicinity of Yokohama has been visited with heavy rains, and some fears are entertained for the safety of the crops.

Mr. Morris Jenks, charged with having a gambling establishment at No. 38, Water-street, has been fined by Mr. Mitchell in the sum of $500, the extreme penalty according to statute.

H. B. M. ships *Iron Duke*, *Midge*, *Ringdove* and *Mosquito* left Nagasaki on the 6th August for Vladiwostock.

HIOGO-OSAKA.

Our advices extend to the 17th August; the P. and O. mail from London June 26 arrived out on the 16th August.

The statistics of trade for the six months ending June 30th, 1874, compiled by the Hiogo and Osaka Chamber of Commerce, show the value of the deliveries of goods as compared with stocks last half-year to be as follows:—Grey Shirtings delivered this half, $448,774; stock last half, $357,369. T-Cloths, $19,776, against $2,987. Cotton Yarn, $199,226, against $174,054. Mousselines de Laine, $293,480, against $290,610. Lustres and Orleans, $293,480, against $290,610. Sugar, $59,477, against $105,615. Sundries, $427,426, against $594,115.

Several rumours (says the *Hiogo News*) having been afloat during the last few days as to travelling in the interior—one of them we think went the length of saying that "the country was open"—it may be as well to state what is really the case. It has been arranged, then, that anyone wishing to take a jaunt beyond Treaty limits for health or pleasure may apply to his Consul, when the application will be forwarded to his Minister, with the Consul's opinion endorsed on it. The Minister will then in due course issue a pass if he see no sufficient reason for refusing it. It will thus be seen that this concession is all very well—though accompanied with cumbersome details—as far as it goes, but that the main question of the opening of the country to foreigners is scarcely touched by it.

The Municipal Council has held its regular monthly meeting, when Mr. Annesley was elected President, in place of Mr. Gower.

SHANGHAI.

The present mail brings advices from this port to the 16th August; no later mail from London had arrived out, but the French mail of 3rd July was expected the day this mail left. The following summary of news is from the *North China Herald*:—

Local news has been scarce during the week, and floating rumours of complications between China and Japan, arising out of the Formosa Expedition, have engaged a great deal of attention. The P. M. S. S. *New York* has been purchased by the Japanese Government for $240,000. The property on the Pootung side known as Lindsay's Wharf has also been sold to the Japanese for Tls. 10,000. It will probably be used by Government vessels as a naval yard.

We hear that the "Takee" property, on which the present General Hospital stands, has been bought by Messrs. Butterfield and Swire. The price is reported as $190,000, and the brokerage on the transaction is said to have been something handsome. Apropos of the sale, we hear also that the lot of land immediately beyond the S. S. N. lower wharf, Hongkew, is likely to be the site of the new hospital.

A meeting of subscribers to the Shanghai Library has been held, to consider the report of the committee appointed to solicit pecuniary aid from the Recreation Fund. The report stated that the trustees of the Recreation Fund could not grant the required assistance, and resolutions were therefore passed to the effect that unless a larger number of subscribers were obtained, or subscriptions raised in some other way, the library must cease to exist and the books be sold. The Rev. Canon Butcher and Dr. Macgowan, however, took a more hopeful view of the matter, and believed this long-established institution to be capable of complete resuscitation and enhanced utility. The residents generally are to be canvassed in that hope.

A serious case of wounding with a knife happened on the 7th August, the sufferer being Sergeant Bird, of the English Municipal Police, and the assailant a man named Hanssen, formerly a member of the same force, but now serving on board the United States gunvessel *Monocacy*. Notice had been given that Hanssen and others of the crew were absent without leave on the night named, and Sergeant Bird and P. C. Jensen were looking out for them, having a warrant for their apprehension. They traced Hanssen and another man to several places, and at length Bird endeavoured to apprehend the prisoner, Jensen having left him to go for a French constable, as they could not execute the warrant on the French side. They had a tussle together, and both fell, when Bird felt a numbing sensation in his left wrist and arm, and saw blood flowing in a stream from his wrist. Hanssen got up and ran away again, and Bird, wrapping a handkerchief round his wrist, got into a jinricksho, and hastened to the Central Police Station, where he had no sooner arrived than he fainted from loss of blood. Dr. Henderson and Dr. Johnson were sent for, and it was found that Bird's wrist was so deeply cut across the inner side that the main artery was severed, and there had been great probability of his bleeding to death. The artery was, however, successfully taken up, and the wound dressed, but it is doubtful if the hand will ever again be serviceable. The prisoner was captured and taken before Mr. Bradford, at the U.S. Consulate-general. He was remanded until the wounded man is able to appear against him.

The S.S.N. steamer *Hupeh* has arrived late from Ningpo, having been detained by running on the Blockhouse spit. The mishap we understand was occasioned by the difficulty of determining the position when running on a dark night between the lightship and the Woosung light, with only the Kintoan beacon abeam to steer by, while the tidal current influences the course of the vessel, and the lead forms but an uncertain guide. It has been suggested that a light where the Blockhouse buoy is placed would be an improvement on the present arrangement in running up to Woosung. The *Hupeh* held the spit for some six hours, till the tide rose, when she backed off and proceeded. While on the shoal, a movement of the vessel caused her rudder to strike the ground, and the wheel flying round with a jerk, hit a Chinaman who was in charge of it. The man's arm was also caught in the rotating wheel and broken in four places. The doctor of the M.M. str. *Sindh* was fortunately on board as a passenger, and attended to the man's injuries. The force of the jerk, we are informed, snapped the rods uniting the rudder quadrant to the rudder, on the passenger deck, and the steamer had afterwards to be steered from the cargo deck. The Customs' steamer *Kuahsing* brought up the passengers to Woosung, whence they reached Shanghai in the launch of the Telegraph Company's steamer *Joseph Dodds*, the captain of which readily and courteously acceded to a request preferred by Mr. O. B. Bradford, one of their number. The *Hupeh* got up the same evening.

We hear that the Chinese authorities at Foochow have accorded permission to the Great Northern Telegraph Company, under certain restrictions, to erect a landline between Foochow and Amoy, a distance of about 130 miles. We have not heard details of the concession, but we believe the Formosan affair has urged the Chinese to the step, and that though the line is to be mainly for commercial purposes, special facilities for official business are to be given.

The proposal to found a lodge of Good Templars in Shanghai has been met with such lukewarmness by the chiefs of the local Temperance Society, that only four signatures are as yet attached to the petition, and at least ten petitioners being required by the rules of the Order, the proposal remains in abeyance.

A Chinese bumboatman has been drowned by falling from the gangway of the U.S.S. *Monocacy*. His boat it appears was not the one which regularly supplied the ship, but he had been on board offering his wares for sale, and was leaving the ship, when from some unexplained cause he fell into the water and never rose again. The man's mother came to the U.S. Consulate shortly afterwards and claimed redress, alleging that blame attached to some one on the ship.

It is stated that on his last visit to Ningpo, the Futai, or provincial governor, of Chekiang, ordered an inspection of the

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Chinhai forts, and expressed great anxiety to have them put in a thoroughly efficient state of repair. Bomb-proof chambers and other means for strengthening them were also suggested, but the means were not forthcoming for the work, which seems likely, therefore, to stop short at cleaning and clearing up the existing fortifications. It must be satisfactory to the Imperial Government, with the prospect of a war on its seaboard, to have the assurance of the same high functionary that he was well satisfied, on his late tour of military inspection, with the efficiency of the troops in the good old Chinese formulas of land and water drill. But the surprising thing is, that we should find the Chinese reporting on the satisfactoriness of their own system, and at the same time anxiously endeavouring to get their forces on a foreign war footing.

The brig *Laughing Wave*, from Freemantle, which has arrived here, with a cargo of sandalwood, reports that, on weighing anchor on the 9th August, six miles inside the Lightship, she hooked and brought to the surface sixty fathoms of telegraph cable, which it is supposed must have been stolen and afterwards dropped into the water again to prevent detection. The *Laughing Wave* brought the wire to Shanghai. It is of seventeen strands and one inch in diameter.

A court-martial has been held on board H.M.S. *Iron Duke*, at Nagasaki, to try the sailmaker of H.M.S. *Thistle*, for being absent from his ship without leave, and also for refusing to work under the orders of the boatswain. For the double offence he was sentenced to nine months' hard labour at Hong Kong.

One of the escort men of the British Legation at Peking, named Quarry, met with a fatal accident on the 28th July. He had been attempting to shoot foxes in the Legation grounds, and fired at a black cat, taking it for one. Finding that he had only wounded the animal, it is thought he incautiously struck at it with the butt of his gun, when the second barrel went off and the contents lodged in his heart. The body of the unfortunate man was only discovered next morning, lying near the mound.

A correspondent writes from Newchwang on 5th August that "there seems no doubt the trade between Korea and China has been resumed as formerly, though it is doubtful how long it will last. The policy of the present Government of Korea is likely to lead, also, to a friendly intercourse with the Roman Catholic Missionaries, who are very sanguine about it."

An alligator has been caught in the Yangtsze, opposite Chinkiang. The alligator appears to have drifted down with the stream until opposite the Consular Bluff, when it was caught by the up current and floated up to the hulk of the S. S. N. Co. Here Mr. R. Talbot Williams espied it, and getting together some of his boatmen, gave chase in a gig. The noose of a rope was made fast to his tail, when he immediately dived, but being caught up with a round turn, came again to the surface, and made strenuous efforts to burst his bonds. But all was in vain, and the prize was dragged ashore in triumph. From the tip of its nose to the extremity of the tail it measures six feet four inches, and its weight is close on 200 lbs. It was placed in a small artificial pond in the American Consulate, where it lies apparently contented, for it makes no effort to escape.

The purchase of ten Armstrong guns of 120 lbs. calibre, with 200 rounds of shot and shell to match, on behalf of the Chinese Government, is reported as having taken place here. The price is variously stated at $100,000 and Tls. 100,000.

FOOCHOW.

The subjoined items of news from this port are from the *Foochow Herald:*—

The negotiations for erecting a telegraphic wire between this port and Amoy have been finally settled. By the steamer *Nanzing*, from Shanghai, the arrival is noted of V. Hoffmeyer, Esq., the chief electrician of the Great Northern Telegraph Company. He has been busily engaged with the native authorities in arranging the preliminaries of what it is hoped shortly to record as an accomplished fact. This gentleman has been ably assisted by Mr. Delano, U.S. Consul at this port. He will start overland for Amoy shortly, with a view to making a survey for the proposed land line of telegraph to the above-named port, and will be accompanied by Mr. Henningsen, of the Great Northern Telegraph Company, and also by a number of Mandarins and soldiers. The construction of the line will, it is understood, be commenced at once.

We understand that an investigation has been held at H.B.M.'s Vice-Consulate, Pagoda Anchorage, into the mutinous conduct of the crew of the British ship *Undine*, whilst on her voyage from the Colonies. We have not as yet received a copy of the finding of the Court.

The Buddhist monastery of Kushan is at present, and has been for some time past, the pleasant resort of a number of Christian missionaries, anxious, no doubt, to convert the Buddhist Fathers, by precept, as well as by example.

The Chinese Government are inviting tenders for the purchase of large quantities of gunpowder, and it is rumoured that the Arsenal will be re-opened very shortly.

H. B. M.'s gunboat *Kestrel* left for Tamsui on the 11th August.

FORMOSA.

The Japanese Expedition.

The *Foochow Herald* states that it is authentically informed that the Japanese fleet lately cruising in Formosan waters have disappeared for the present, but there still remains a force of about 3,000 Japanese troops on the island. We can but conjecture that the ships have gone to Japan for reinforcements. Pending the results of the diplomatic interviews between the Chinese and the Japanese officials at Peking, the entire expedition may be said to be in abeyance. The surmise has been hazarded that, if war ensue, the Japanese, with their usual astuteness, may leave their small army in Formosa, securely posted by this time no doubt, to divert the celestial hosts, and turn their attention to the mainland, the coasts of which will have been drained of effective soldiery! We believe it is a fact that they have been large buyers lately of charts of the Yangtsze and the Coast waters of China. The Chinese, on the other hand, have been restricting their inquiries to charts of Formosa. There can be no doubt that if the countries come into collision at an early date China will be badly off, with her present naval and military disorganisation.

From Chinkiang we learn that preparations were being proceeded with there for the embarkation of troops for Formosa. From 10,000 to 20,000 Chinese troops are reported to have reached Tsing-kiang-pu, above Yangchow, on their way *via* the Grand Canal to Chinkiang, where it is expected part of them will embark on board the transports now lying there, and proceed to Formosa. A correspondent writes:—I am credibly informed that fully 20,000 men from Li Hung Chang's camp at Pao-ting-fu and its neighbourhood are on their way here, and that they will shortly be sent South. There are four Chinese steam-gunboats and the screw-steamer *Aden* here, waiting their arrival. The renowned Admiral of the Yangtsze, P'eng Yu-lin, is here now, and *on dit* he is also bound Formosa-wards. I have just heard, however, that he has left for Peking.

A correspondent of the *Hong Kong Daily Press* writes as follows under date, Taku, 13th Augut:—

Nothing whatever is going on at Lang-kiaou. Such at least is all that the corvettes and gun-vessels—British, Russian, and Chinese—that have been running up and down the coast and haunting the Pescadores can learn. The weather here, indeed, for some time past has not been fit for operations of any kind, and would have put a stop to anything that might have been intended. The Chinese have not done much more than the Japanese. They have armed a fort at Anping with a few old eighteen-pounders, and have landed a large battery of Krupp guns, which they have stored away in Taiwanfoo. There is no sign yet of the soldiers from the mainland. I am glad to say that those destined for Takoa will only be brought down here if it becomes necessary to defend the port. Till then they are to be stationed about three miles inland, where they will have a little more room to breathe. A camp is already being prepared for them under the superintendence of Mr. H. O. Brown.

A party of savage chiefs from Pelam, a place or tract on the East Coast, have been disporting themselves at Taiwanfoo. They have come, or have been brought, for the purpose of acknowledging in some way their allegiance to China. And I believe that they have given most satisfactory assurances of their loyalty and fidelity. Ever since the first arrival of the Japanese, whether from fear or from hope of receiving presents, the savages seem one and all, with the exception of the Bawtans, to have been only too anxious to Ko-tow to, swear obedience to, or join in alliance with, anyone who asked them. But I should think that there was equally little chance of their professions being sincere, or their promises lasting. The Pelam chiefs wore a mixture of Chinese and savage dress, and were resplendent with barbaric ornaments, leopard skins, scarlet embroidery, and the like. One or two of them even had infantine pigtails under cultivation at the back of their heads, appearing incongruous enough by the side of their savage finery.

HONG KONG.

HONG KONG AND SHANGHAI BANKING CORPORATION.

(Daily Press.)

The ordinary half-yearly meeting of the shareholders of the above Corporation was held at the City Hall, Hong Kong, on Aug. 19. Present: Mr. W. H. Forbes (chairman), Hon. R. Rowett, Messrs. E. R. Belilios, J. F. Cordes, T. Pyke, S. D. Sassoon, A. André, A. F. Heard, H. Hoppius, John Walter, C. J. Barnes, H. Smith, M. M. Mehta, R. S. Woonwalla, Asgar, Middleton, M. C. Rozario, G. F. Heard, Hon. P. Ryrie, Messrs. MacCulloch, A. Strack, Jensen, Karberg, Deacon, Grobien, Bottomley, McG. Heaton, T. Green, E. Sharp, Simmonsen, Dr. Adams, Burrows, Shelterfoht, Budde, Nicaise, Mellish, Ede, Nelson, R. Walker, Kirby, F. W. Mitchell, W. K. Hughes, W. Morgan, J. A. Remedios, C. P. Chater, Anton, Mardfeldt, Fairbairn, Linstead, Russell. J. B. Smith, &c., &c.

The Chairman, having read the notice calling the meeting, said the report had been in the hands of the shareholders for several days, and he thought it was not necessary for him to read it. Before he asked them to accept it, however, he wished to make a few remarks:—

The Chairman then said: Gentlemen,—I am in a less fortunate position than my predecessors in this chair, as on this occasion I have to present you with an unsatisfactory report, but I hope the next time we meet that it may be my pleasant duty to reverse the situation, and announce the welcome news of a fair if not a handsome dividend. Our

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misfortunes during the past six months may be said to have commenced with the famine in India, which caused a sudden advance in exchange of 6 to 7 per cent., which did not result satisfactorily to the Bank on the whole. In addition to this the demand for money has been small, owing to the general contraction in trade. In Shanghai, too, our anticipations of high exchanges this season were not realised, though at one time the tightness of the money market there looked as if our opinion would be verified, but you are all aware of the collapse that took place in that market almost before large shipments of produce began, and in consequence much of our money, laid in at comparatively high rates, had to be remitted at a considerable loss. Such an unfortunate event is not likely to occur again. Furthermore, in Japan we met with a similar unexpected result in an operation that had heretofore proved remunerative to the Bank. In the early part of the year the Japanese metallic currency is usually cheap and forms a good investment, and acting upon our past experience we bought a considerable amount of this currency, expecting to realise a good profit upon it about May or June, but the Japanese Government entirely upset our calculations by making large issues of paper currency—so that the result of our operations was anything but satisfactory. It may be as well to state that the present manager in Yokohama is in no way responsible for this transaction. All these matters combined have caused our small profits, and are not likely again to occur. We now come to the losses, which, as already stated in the report, have been very severe, and some of them wholly unexpected. I may mention here that not one of the losses now provided for was known at the date of our last meeting. Unfortunately they have all come upon us since. The most severe comes to us from London. Our manager there had, on his own responsibility and without our knowledge or consent, made some considerable transactions in bonds and securities outside of English and Indian Government paper, and the result has been a heavy loss. We have considered it advisable and best in your interest to provide fully for this loss, though we do not accept it on account of the Bank, and in the meantime we have asked for explanations. It is possible a portion of the loss may be recovered.—Sugar Refinery.—I have now to speak of the Sugar Refinery. We thought we had already fully provided for all deficiencies on this account prior to our last meeting, but unfortunately severe losses have occurred in some shipments of sugar to California and Australia, which were made before the Chinese began to buy the produce of the Refinery so freely. These we thought had already been fully provided for, but the several markets have become still more unfavourable, and a further deficiency upon our last valuations had to be made good. This estimated deficiency has now been provided, and, as it may be some satisfaction to shareholders to see how the account with the Refinery stands at present, a statement of it will be open to inspection in the chief manager's office for a few days. It may interest you all to known that the Refinery continues to work satisfactorily, nearly all the sugar manufactured being taken by Chinese at prices which leave a fair profit. The present position of the Refinery, we think, fully warrants us in the belief that it can either be sold at our valuation or that, when better times come round, a company can be formed to take the place over.—The Pier and Godown.—This account also fully provided for. We have tried to sell the property, but nobody would come forward and pay anything like a fair price for it. However, we have made arrangements, subject to the approval of Government, for leasing the property, and we hope it may eventually lead to its sale.—Sterling Bills, &c.—We have sustained some losses on sterling bills and also on account of some failures in England and China, but these have also been provided for in the fullest possible manner; and indeed so careful have we been in this respect that it is quite likely that a portion of our estimated losses may be recovered.—Possible Losses.—The last item calling for remark from me is the further possible losses, which will not in the worst event exceed $275,000, as stated in the report, and may not be so much. Whatever it is, however, it will be charged to the reserve fund. The account to which we chiefly refer is that of the Indo-Chinese Sugar Company. This company has been worked unsuccessfully in the past, the result of one misfortune after another, but now that all its calls have been made, and most of the good ones paid up, we think it is time to inform you of the possible loss that may be sustained by it. In the event of the company working unsuccessfully for another season, we shall be obliged to call upon it to refund our advances, which it will probably be unable to do. We have had our own special agent at the company's factory during the past season, and on his recommendation the place is being put into first-class condition at small expense. He has given us his opinion that with good management he sees no reason why the property should not be profitably worked, and should this opinion be realised by next season's working, we may yet suffer no loss on this account. I hope, therefore, at our next meeting to be able to remove our present apprehensions in regard to this account. You will notice a new feature in the Bank statement, the Marine Insurance account, which on the 30th June last was $26,000 to the good, and is gradually increasing. Gentlemen, before resuming my seat, I would add that you need have no fear for the future of the Bank. The directors give their most careful attention to your interests, and I don't think there is a staff in any establishment who have the interests of their employers more at heart than ours. We have been unfortunate during the past half-year, but such a combination of misfortunes is not likely to occur again, and your directors are confident that better times must soon return, when no doubt this Corporation will show as good reports as in the past. There is no reason whatever for our shares being so low, for at the very worst there is still half the reserve fund left, and this alone is equal to 10 per cent. on the capital, without taking into consideration at all the excellent constituency and first-rate business connection of the Bank, which is certainly worth a great deal more. However, this is a matter for you to decide for yourselves, though I am certain with better times our shares will rapidly advance in value. (Applause.) I shall be happy to answer any questions that the shareholders may wish to ask.

None of the shareholders asked any questions.

The Chairman moved that the report and statement of accounts be passed. Mr. Burrows seconded, and it was carried unanimously. Mr. Rowett said he had much pleasure in proposing the confirmation of the election of the new member of the Board, Mr. Hoppius. Mr. Belilios seconded, and it was carried unanimously.

Mr. Pyke: In anticipation of my departure from China I beg to tender my resignation as a member of the Board from this day. Mr. W. Morgan begged to move that Mr. Pyke's resignation be not accepted, as he was one of the best men on the Board. (Laughter.)

The Chairman then said that concluded the business. He hoped that the next time they met they would be more fortunate, and that the directors would be able to hand the shareholders a better report. (Applause.)

The meeting then terminated.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 29th August; the P. and O. mail from London 24th July was received on the 23rd August, and the following French mail of July 31 on the 29th August. The following summary of news is from the *Straits Times*:—

At the Executive Council, held on the 27th August, an inquiry was commenced into the condition of the public service. This inquiry has been appointed by the Governor, to investigate the relation of the different office-bearers under Government to their offices, and to afford an opportunity for the substantiation of any charges of maladministration on their part of which evidence may be tendered. The Council is an open one, to which the public will be admitted during the taking of evidence, and the days of sitting will be duly notified.

Captain Walshe, police magistrate, is about to go home on six months' leave of absence. It is reported that his place will be filled, at least for the present, by Mr. C. B. Waller, in which case Mr. Hayward will continue in his acting appointment as superintendent of police at Malacca.

A meeting of the Tanjong Pagar Dock Company, Limited, was held on the 25th August, Hon. T. Scott in the chair. The following shareholders were present:—H. W. Wood, Esq., R. I. Harper, Esq., J. R. MacArthur, Esq., T. Cuthbertson, Esq., W. Mulholland, Esq., F. C. Bishop, Esq., G. J. Mansfield, Esq., J. Brinkmann, Esq., C. Wilkinson, Esq., M. F. D'Souza, Esq., J. Meldrum, Esq., M. Suhl, Esq., C. Glinz, Esq., F. Armstrong, Esq., H. Buchanan, Esq., R. O. Bryce, Esq., T. C. Bogaardt, Esq., H. T. Powell, Esq., J. C. F. George, Esq., T. S. Thomson, Esq., Hon. T. Shelford.

The Chairman read the minutes of the extraordinary general meeting of shareholders held on the 10th January last, and of the twentieth ordinary general meeting held on the 23rd day of February, 1874, both of which were confirmed. With reference to the absence of the Chairman from the general meeting of the 23rd February, it was explained that it arose from his having met with a severe accident the previous day.

The circular and advertisement calling this meeting having been read, the directors' report, balance-sheet, and profit and loss account to the 30th June, 1874, having been the prescribed time in the hands of the shareholders, were taken as read.

It was then proposed by the Chairman,

Seconded by H. W. Wood, Esq.,

That the directors' report and accounts as now presented be passed. To this an amendment was proposed by H. T. Powell, Esq., seconded by G. J. Mansfield, Esq.

That the directors' report and accounts, as now presented, be adopted, with the exception that the words "an *ad interim* dividend of 4 per cent." be expunged, and the words "a dividend at the rate of 10 per cent. per annum" be substituted.

The amendment being put to the vote resulted in a show of hands, for the amendment 10, against it 10.

The chairman gave his casting vote against the amendment.

A poll was then demanded by five shareholders, and on votes being taken, 152 votes were recorded for the amendment, and 331 against it. The Chairman then declared the amendment as lost.

It was then proposed by the Chairman,

Seconded by M. Suhl, Esq.,

That an *ad interim* dividend at the rate of 4 per cent. for the half-year ending 30th June last be declared.

On a show of hands the Chairman declared the proposition carried.

It was then proposed by H. W. Wood, Esq.,

Seconded by R. I. Harper, Esq.,

That it being considered desirable to construct a new graving dock, the directors be empowered to take such steps as may be necessary to ascertain the cost of such a work.

A Shareholder objected to the proposition, on the ground that there was no necessity for another dock. After discussion, the question being put to the vote, showed, for 9, against 33. The Chairman then declared the resolution carried.

The meeting closed with a vote of thanks to the chairman and directors for their exertions in the interests of the company.

A correspondent in Malacca, under date 25th Aug., says:—

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The Hon. Captain Shaw, Lieutenant-Governor, embarked on board the *Pluto* on Monday, the 17th Aug. (under the salute due to his rank, and a guard of honour of H.M.'s 110th Regiment), for the various Malay States which are in a disturbed condition at present. The *Pluto* returned to this port with the Lieutenant-Governor, leaving Mr. Isemonger, Sergeant Kiernan, two native corporals, and forty-three constables at Linghy or Langkat. She proceeded on to Singapore the same night, taking on there the Hon. the Lieutenant-Governor, and returned to Malacca with the same official.

A large boa constrictor has been brought into town from the country districts. It measured about twenty feet, was purchased by a Chinese eating-house keeper, and cut up, and its flesh (which is considered a delicacy among the Macao Chinese) sold t the rate of thirteen cents per catty.

EXPORTS.

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TEA.

Yokohama.—After issue of last report, the business in Tea continuing active, prices became more buoyant, and a perceptible advance ensued on classes most in demand, viz., medium to good medium grades. Settlements during the fortnight had amounted to piculs 9,500, against arrivals for same period of barely half that amount; parcels coming in consisted mostly of medium to good medium, with a few lots of lower grades very common in leaf. Choice parcels continued scarce, and were firmly held. The P.M. Str. Japan, on the 3rd Aug., carried from this port—For New York, 253,190 lbs., and for San Francisco, 34,550 lbs. The ship John Rennie had sailed with 103,328 lbs. for San Francisco. The Tartar (str.), previously advertised for New York, had been withdrawn from the berth. Quotations:—Common, $25 to 27 per picul; good common, $29 to 31 per picul; medium, $32 to 35 per picul; good medium, $36 to 38 per picul; fine, $40 to 42 per picul; finest, $45 to 48 per picul; choice, $50 per picul. Export from 1st May to date—4,933,574 lbs., against 2,923,593 lbs. in corresponding period, last season.

Hiogo-Osaka.—Business had continued on an active scale. The market during the month had fluctuated considerably, and for a day or two after the departure of the mail steamer of the 27th July showed a decline of $2 to 3, chiefly owing to absence of buyers, but quickly advanced again, and at the close was firm at quotations. Settlements for the month were reported at 9,100 piculs, and stocks were about 2,500 piculs. Settlements for the season to date 28,450 piculs, against 10,775 piculs for the same period last year. By the mail steamers of the 27th July and 8th Aug. 381,646 lbs. went forward. The present mail steamer took 160 tons direct for America. The Ambassador was loading for New York, *via* Yokohama, at £3 10s. Quotations: Common $22 to 25, good common $27 to 29, medium $31 to 34, good medium $36 to 37, fine $39 to 41, finest $43 to 46.

Shanghai.—*Black:* There had again been an active business in Congou, but with heavy arrivals teamen had been willing sellers at rather cheaper rates, some chops showing a decline of Tl. 1 per picul. Stock, 40,500 chests; settlements, 26,708 chests. Prices paid:—Oopacks, &c., Tls. 21 to 24; Hohows and Ningchows, Tls. 18¾ to 34; Oonams and Oonfaas, Tls. 16 to 23¾. *Green:* There had been more doing in Teenkais, and all good chops were firm, medium qualities having sold rather cheaper. Some purchases of Pingsuey had been made at Tl. 1 under last mail's rates. Settlements:—Teenkai and Fychows, 29,987 half-chests at Tls. 25½ to 45¼; Pingsueys, 8,957 half-chests at Tls. 25 to 40; Shanghai packed, 79 half-chests, at Tls. 40; total, 39,023 half-chests. Stock, 53,000 half-chests. Export to Great Britain to date (exclusive of lost cargoes):—

	1874-1875.		1873-1874.
Black	41,508,319 lbs.	against	43,214,060 lbs.
Green	1,759,908 „	„	3,361,747 „
	43,248,227		46,575,807

Foochow.—Telegrams had been received during the week advising the arrival of the Braemar Castle, s.s., and sales of new Teas out of her. Business had been on a reduced scale, and the market closed very quiet; buying had been both for England and the Colonies. Large arrivals of third crop Teas were expected. Congou: Settlements had been 17,350 chests at Tls. 5.2 to 23, and Tls. 27 for two lots of boxes. The bulk of the business has been in good common to flavoury kinds at former rates, though in some instances better value was noticeable. Transactions had been principally on Australian and Continental account. Arrivals during the week, 20,500 chests. Current quotations:—Exchange, 4s. 2¾d.; freight, £3 per ton of 40 cubic feet. Dust and siftings, 6¼d. to 7¾d.; broken leaf to common, 8¼d. to 11¼d.; fair to good common, 11¾d. to 1s. 1d.; flavoury to medium, 1s. 1½d. to 1s. 4d.; good medium to fine, 1s. 4½d. to 1s. 7d.; fine, 1s. 7¼d. Souchong: Settlements, 1,300 chests at Tls. 18¼ to 34. Prices showed no change. Arrivals, 2,300 chests. Oolong: Settlements, 700 half-chests at Tls. 17 to 22½ for fair to superior cargo. Musters of fine chops had been shown, but teamen were asking extreme rates. Arrivals, 8,000 half-chests. Scented Teas: Settlements, 7,600 boxes at Tls. 20¼ to 31 for Orange Pekoe, and Tls. 19½ to 31 for Caper, medium kinds being rather easier. Arrivals, 14,000 boxes. Flowery Pekoe: Settlements, 150 chests at Tls. 36½ to 54. Arrivals, 300 chests. Export to Great Britain, the Continent of Europe, and the Cape of Good Hope, 29,635,942 lbs., against 25,221,548 lbs.; to America, 154,936 lbs., against nil; to the Colonies, 7,177,894 lbs., against 8,071,337 lbs. (exclusive of the cargo of the R. J. Robertson lost).

SILK.

Yokohama.—The dulness alluded to in last report had continued, and settlements had been on the most limited scale. There had been very few buyers in the market, and prices closed weak. Dealers affirmed that they would sell cheaper, but immediately any business was attempted previous rates were asked. Arrivals were about 250 bales in excess of settlements. Settlements from 1st July to date 550 bales, against corresponding period—Season 1873-4, 1,550 bales; 1872-3, 2,950 bales; 1871-2, 1,850 bales; 1870-1, 875 bales; 1869-70, 1,700 bales; 1868-9, 1,800 bales. Stock: 500 bales new, and 300 bales old.

Shanghai.—During the week about 2,200 bales had been settled, of which fully 1,200 bales had been purchased by continental houses, making total from 1st June 24,200 bales, against 19,500 bales in 1872 and 1873. A great proportion of the business transacted was said to be on joint account with the Chinese, consequently prices had not declined as they should have done, considering the excessive stocks here and the adverse home advices. Amongst the most notable settlements reported are:—Koo-fong-sings, Chop, Nos. 3 and 3½ Tsatlee, at Tls 385 and 365 per picul; Yah-kee's Chop, Nos. 3, 3½ and 4 do., at Tls, 375, 350, and 320; Gold Lion, Nos. 1, 2, 3 and 4 do., at Tls. 357½, 337½, 317½ and 297½; Blue Elephant, at Tls. 305; Red Peacock, at Tls. 297½ (offered); Tchee-un-ee's Chay-shen, at Tls. 245. Arrivals having been on a smaller scale, the unsold stock was slightly reduced, and was estimated at 17,000 bales.

EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales and Cases.
From June 1, 1874, to Aug. 14, 1874	45673528	31803545	298219	9465369	87240661	14203
From June 1, 1873, to Aug. 14, 1873	41394229	23274790	—	7809357	72478376	13632

Shipments since last report, and included in above total:—

July 25	per James Shepherd	From Shanghai	... 1,135,833	
— 25	... Malwa (str.)	... Do., and Foochow	... 743,371	1,951
— 26	... Norman Court	... Foochow	... 1 184,625	
— 26	... Cassandra (str.)	... Do.	... 1,476,809	
— 28	... Ajax (str.)	... Canton and Amoy	... 202,264	
Aug. 1	... Golden Spur	... Canton	... 782,227	
— 1	... Meikong (str.)	... Shanghai, &c.	... 448,418	653
— 4	... Forward Ho	... Foochow	... 1,373,907	
— 4	... Montgomeryshire (str.)	... Do.	... 1,937,555	
— 4	... Red Riding Hood	... Shanghai	... 900,551	
— 5	... Egeria (str.)	... Foochow	... 1,487,260	
— 5	... Lauderdale	... Shanghai	... 930,783	
— 6	... Glamis Castle (str.)	... Do.	... 2,340,580	
— 7	... Priam (str.)	... Shanghai, &c.	... 1,541,337	138

TO THE CONTINENT.

	Bales.
From June 1, 1874, to Aug. 14, 1874	3865953	7793
Do. do. 1873, to Aug. 14, 1873	4831892	4310

Shipments since last report, and included in above total:—

Aug. 1	per Malwa (str.)	From Canton	... —	558
— 8	... Meikong (str.)	... Do.	... 49,560	1,513

TO UNITED STATES OF AMERICA.

	Bls. & Cases.
From June 1, 1874, to Aug. 14, 1874	7071420	917
Do. do. 1873, to Aug. 14, 1873	3287550	894

Shipments since last report, and included in above total:—

July 25	per Malwa (str.)	From Shanghai	... 72,074	15
— 28	... Ajax (str.)	... Canton	... 76,626	
Aug. 4	... Oregonian (str.)	... Shanghai	... 460,718	299
— 5	... Great Republic (str.)	... Canton	... 41,175	
— 7	... Priam (str.)	... Do.	... 34,234	
— 10	... Vancouver (str.)	... Do.	... 298,591	32

TO AUSTRALIA.

From June 1, 1874, to Aug. 14, 1874 7,431,767
Do. do. 1873, to Aug. 14, 1873 6,628,390

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bale China & Japan.
1843 to 1844	51,022,600	...*	1863 to 1864	117,463,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,313
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,042	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,256	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,263	57,263
1862 to 1863	121,373,580	72,887	1873 to 1874	144,588,630	47,373

* Including the Continent.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company ...	Tls.500 ...	Tls.500 ...	Tls.200 ...	4 p.c.
Shanghai Gas Company ...	100 ...	100 ...	143 ...	12 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	90 ...	12 p.c.
S. Tug and Lighter Company	850 ...	850 ...	600 ...	12 p.c.
French Gas Company	50 ...	50 ...	68 ...	11 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$520 ...	12 p.c.
North China Insurance Co. ...	Tls.1,000 ...	Tls. 300 ...	Tls.360 ...	trien.
North China Steamer Company	100 ...	100 ...	20 ...	
Union S.N. Company	100 ...	100 ...	61 ...	12 p.c.
Yangtsze Ins. Association ...	500 ...	500 ...	662½ ...	15 p.c.
Union Insurance Society ...	$5,000 ...	$1,000 ...	nom. ...	trien.
China Traders Co. (Limited) ...	1,000 ...	1,000 ...	1,700	$250.p.sh
China and Japan Marine Ins. Co.	Tls. 500 ...	Tls.100 ...	Tls.85½ ...	12 p.c.
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$121 ...	12 p.c.
China Fire Insurance Co. ...	500 ...	100 ...	131 ...	12 p.c.
Hongkew Wharf Co.	Tls.100 ...	Tls.100 ...	Tls.117 ...	12 p.c.

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EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 3½d.	4s. 2¾d.	4s. 3d.
Shanghai „	5s. 9½d.	5s. 9¼d.	5s. 9¾d.
Canton „ ... } Hong Kong „ ... } Macao „ ... }	4s. 2⅝d.	4s. 2½d.	4s. 2⅝d.
Singapore „	4s. 2½d.	4s. 2½d.	4s. 2⅝d.
Manila „	4s. 0d. to 4s. 0½d.	4s. 0½d. to 4s. 0¾d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 307	222
„ Hong Kong	27½ dis.	—
Bar silver	Tls. 111.2.0	9½ prem.
Mexican dollars	„ 73.1.75	¾ prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 9 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 38 per cent. discount.
China Traders' Insurance Company, $650 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 13 per cent. premium
Hong Kong Fire Insurance Company, $325 prem.
Union Insurance Society (new shares) $60 premium.
China and Japan Marine Insurance Company, Tls. 85 per share.
China Fire Insurance Company, $29 premium.
Victoria Fire Insurance Company, $20 premium
Indo-Chinese Sugar Company, 9½ per cent. dis.
Shanghai Steam Navigation Company, Tls. 87 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 8¾d., at Hong Kong 4s. 2⅝d., at Batavia F.11.77½, at Singapore 4s. 2⅝d.

Shipping Intelligence.

ARRIVALS.

At Yokohama.—From London, Aug. 1, Coulnakyle ; from Liverpool, 4, Cathaya.

At Shanghai.—From London, Aug. 8, Glengyle (str.) ; 13, Wylo ; from Hamburg, &c., 10, Essen (str.) ; from Cardiff, Sept. 28, Lady Louisa.

At Hong Kong and Canton.—From Cardiff, Aug. 21, Atlantic ; from Hamburg, 19, Halberg ; from London, Sept. 28, Hopewell.

At Singapore.—From London, Aug. 27, Sir Jamsetjee Family ; 28, Muriel (str.) ; from Liverpool, 27, Maria Elizabeth ; from Cardiff, Henry S. Sandford ; 28, Conqueror ; from Newcastle, 27, Alexandra ; from Newport, 27, Warden Law ; from Hamburg, 27, Atalanta (str.).

DEPARTURES.

From Hiogo.—For New York, July 26, Bengal (str.).

From Shanghai.—For London, Aug. 10, Lauderdale ; for New York, via Amoy, Aug. 13, Bengal (str.).

From Foochow.—For London, Sept. 29, Glenfinlas.

From Hong Kong and Canton.—For London, Aug. 21, Patroclus (str.).

From Manila.—For London, via Cadiz, Aug. 5, Ambota (str.) ; for Channel, July 26, Antipodes ; 27, Whitehall ; for Liverpool, Aug. 1, Mountain Laurel ; 2, Leon (str.), via Cadiz ; 4, Trinidad ; 7, Grand Master, via Cebu ; for Boston, 1, Janet Ferguson ; July 28, Osceola ; Aug. 14, Fortuner ; for New York, Aug. 6, Otac Miho ; 11, Felix Mendelssohn, Flying Spur.

From Singapore.—For New York, Aug. 27, Bengal (str.) ; Sept. 28, Glenfinlas (str.).

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

Bade—On the 13th August, at Shanghai, Mrs. C. Emil Bade, of a daughter.
Bergman—On the 12th August, at Hongkew, the wife of R. H. Bergman, of a son.
Cope—On the 4th August, at Tokei, Japan, Mrs. Herbert Cope, of a daughter.
Dent—On the 25th Sept., the wife of Thos. W. Dent, of Limpsfield, Godstone, Surrey, of a son.
Gubbay—On the 6th August, at Chefoo, Mrs. M. S. Gubbay, of a daughter.
How—On the 30th Sept, at Leigh Hill House, Cobham, Surrey, the wife of E. Henry How, of a son.
Loureiro—On the 15th August, at Shanghai, Mrs. Pedro Loureiro, of a son.
Ramsay—On the 11th August, at Hankow, Mrs. H. F. Ramsay, of a daughter.
Riach—On the 13th August, at Shanghai, the wife of John Riach, of a son.
Stevenson—On the 9th August, at Santa Ana, Manila, the wife of Walter F. Stevenson, of a son.
Welsh—On the 26th Sept., at Lee, Kent, the wife of Henry M. C. Welsh, P. and O. Company's service, of a daughter.

MARRIAGES.

Lines—Camburn.—On the 30th Sept., at St. George's Church, Deal, by the Rev. Dr. Payne, Alfred J. Lines, of Shanghai, China, to Emmeline, daughter of Mr. John Camburn, of Deal.
Sayers—Murrow.—On the 28th Sept., at St. Mary's-of-All Angels, Bayswater, Mary Theresa Sayers, daughter of Capt. Sayers, late 64th Regt., to Yorick J. Murrow, formerly of China.
Schetelig—Pustau.—On the 22nd Sept., at Altona, Arnold Schetelig, medical doctor, late of Hong Kong, to Friederike Auguste Julie von Pustau, daughter of Wm. von Pustau, of Altona, and late of Hong Kong.
Ward—Hogg.—On the 1st Oct., at St. Saviour's Church, Penge, by the Rev. T. S. Scott, M.A., Henry Ward, Esq., to Arnie, only daughter of the late Captain G. B. Hogg, of Bombay and China Marine.

SHIPPING POSTSCRIPT.

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Arrivals Not in the Tables.—Oct. 1, at London, from Rangoon Marchesino ; Sept. 30, off Dungeness, from Rangoon, for Amsterdam Eliza Mathilda ; 30, off Prawle Point, from Hong Kong, Osaka ; 28, at Hamburg, from Rangoon, Hugo and Otto ; 29, at Brouwershaven, from Rangoon, Antionette Attone ; 30, at Flushing, from Akyab, Constance ; at Antwerp, from Akyab, Ware ; October 2, from Foochow, Montgomeryshire (str.) ; at London, from Foochow, Egeria (str.); from Rangoon, Agostina B.; at Liverpool, from Rangoon, Stefano G.; at Queenstown, from Bassein, McDougall, David Malcolmson ; Sept. 30, at Brouwershaven, from Rangoon, Nahor ; October 1, at Texel, from Rangoon, Elisa Mathilde.

Departures.—Oct. 1, from London, for Singapore, St. Andrews Castle ; Sept. 29, from Cardiff, for Singapore, Galatea (str.) ; from Cuxhaven, for Yokohama, Mathilde ; Oct. 2, for Singapore, China, &c., Lyee-moon ; Oct. 2, from London, for Singapore, Star of the South ; for Singapore and China, Crocus (str.) ; 1, from Cardiff, for Galle, Celestial Empire ; for Singapore, Alpi ; from Newcastle, for Galle, Lady Cecilia ; Sept. 30, from Sunderland, for Singapore, Stanley.

Spoken.—Corra (barque), London to Shanghai, Sept. 30, 15 miles N.W. of St. Catherines ; Blackwall (ship), Singapore to London, Sept. 6, 12 N., 26 W. ; Elizabeth Nicholson (ship), Manila to Falmouth, Sept. 19, 38 N., 36 W.

Casualties.—The Batavia, from Australia to Java (coals), has been wrecked in Torres Straits ; crew saved. The P. and O. steamer Kashgar broke her propeller, and is repairing at Suez. Sunderland, Oct. 2. —A telegram from Hong Kong announces that the Malvern foundered in the typhoon ; all hands lost. Advices from St. Helena state that the Nederland and Orange, Phaff, from Saigon to Rotterdam, which put in there, 20th Aug., with damage, discharged about 300 tons cargo to get at the leak ; it was then stopped, and some slight repairs were then effected, the discharged cargo was reshipped, and the vessel proceeded 9th Sept. The surveyors reported that, so far as could be seen, the cargo appeared to be in good order ; 10th Sept.—The Tennyson, M'Kinlay, from Batavia to Queenstown, which put in there, 4th July, making water, has landed 3,924 baskets of sugar up to the present time. The services of a diver belonging to H.M.S. Barracouta, were obtained 27th Aug., for the purpose of discovering and stopping the leak. The diver examined her and reported a great amount of copper off just abaft the stern post, and many sheets off in other places. A survey was held 28th by two officers and a carpenter of the Barracouta and they recommend the following repairs to be effected, viz., the defective beams to be fished and an iron breasthoop to be introduced in addition to the one broken, the copper to be repaired as far as possible when the vessel is heeled over, the mizenmast to be fished and the caulking when slack to be made good. The surveyors declared that the vessel would then be fit to take two-thirds of her full cargo to England, where she would immediately go into dock.

Miscellaneous.—Off Ascension, Aug. 23, P.C.R.M., from Sumatra, for London ; T.K.N.L. (Eastern Chief), from Nagasaki, for London ; 24, L.K.D.B. (barque), from Java, for Queenstown ; 27, M.D.J.T. (Dorothy), from Japan, for London ; Sept. 1, K.G.P.C. (Duke), from Singapore, for London; at St. Helena, 5, Vicenta Bilabaza, from Ilo Ilo, and sailed 7 for Cadiz ; 11, Vier Gebroeders V der Zee, from Padang, and sailed for New York ; Nederland and Orange, Phaff, from Saigon, and sailed 9 for Rotterdam ; 8, Min, from Singapore, for New York ; 10, Ada, from Shanghai, for London ; at Algoa Bay, Aug. 25, Vanadis, Carlstein, and sailed for Batavia.

Literature.

Those of our readers who take an interest in "Chinese Proverbs" will find a brief paper on the subject in the October part of *All the Year Round*. To quote the writer's own words, he "cites from various sources a few of the numerous aphorisms, maxims, and proverbs current among the Chinese, many of which will suggest parallel sentiments in our own and other languages." His sources of information are probably varied ; we notice at least two or three examples which are drawn from Prémare's "Notitia Linguæ Sinicæ" (Malacca, 1831). From the following simile it is evident that looking-glasses are appreciated by Chinese ladies : "Without a clear mirror a woman cannot know the state of her own face ; without a true friend a man cannot discern the errors of his own actions."

The *Geographical* for October has nothing relative to the East, with the exception of a paper on Formosa, accompanied by a map of the island. Speaking of the productions of Formosa, the writer (Mr. Ravenstein) says :—"Nature has been very bountiful with respect to the natural productions of the island, and tropical plants, as well as many others of more temperate regions, attain there a high degree of perfection. The cultivation of the tea plant has been introduced from China, and is rapidly on the increase, which is not to be wondered at, as an acre can be made to return £10 without the cultivator being exposed to much risk."

The *Anti-Slavery Reporter* quotes an announcement from a Lima paper in which 123 Chinese coolies are offered for sale together with mules and oxen. This matter, says the *Reporter*, is worthy the attention of the Chinese Commissioners. With reference to the proclamation of the Portuguese Government about the Macao coolie trade it states that nine weeks after the date of the proclamation a cargo of 663 Chinese coolies sailed from Macao to Callao.

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THE MAILS.

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Present Inward Mail.—Marseilles, Sept. 29.—The Messageries Maritimes steamer Sindh, with the inward French mail from China and Japan, arrived here at 11 A.M. to-day. She brings 31 passengers and a general cargo, including 855 bales of silk, 12,058 packages of tea, and 602 of sundries for London, which part of her cargo will be forwarded to its destination per the company's steamer Gange, due in London on or about the 13th of October.

Heavy Portion of Last Inward Mail.—Gibraltar, Oct. 1.—The P. and O. Company's steamer Teheran left at three this morning for Southampton, where she may be expected on the 5th inst. All well.

Inward Mail due Oct. 26.—Galle, Oct. 1.—The P. and O. Company's steamer Mirzapore leaves to-day for Suez. Australian gold for Europe, £430,000.

Heavy Portion of Last Outward Mail.—Gibraltar, Sept. 29.—The P. and O. Company's steamer Australia, from Southampton on the 24th inst., with the India, China, and Australian mails, arrived at 6 and leaves at 10 this morning for Malta and Port Said. Experienced fine weather.

Outward Mail of Sept. 11.—Suez, Sept. 20.—The Messageries Maritimes steamer Hoogly, with the outward French mails from China and Japan from Marseilles on the 13th inst., left to-day for Aden.

LATEST TELEGRAMS.

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THE TYPHOON AT HONG KONG.

The Eastern Extension Australasia and China Telegraph Company received the following telegram yesterday from their agent at Singapore:—"Particulars of Hong Kong typhoon received report that shipping suffered most; but damage to roads and houses throughout the city enormous. Gas and water mains and subterranean wires exposed. Number of lives lost unknown, but severe. Praya demolished."

TYPHOON IN JAPAN.

Yokohama, Sept. 28.—A typhoon has occurred in Southern Japan, destroying 1,000 junks and 6,000 houses, and destroying the loss of 300 lives.

THE ASSASSINATION OF HERR HABER.

Yokohama, Sept. 28.—The assassin who murdered Herr Haber, the German Consul at Hakodadi, has been sentenced to death, and the Mikado has expressed his regret at the occurrence. The German Minister demands that the wearing of swords near the foreign settlement should be forbidden.

THE NETHERLANDS.

The Hague, Oct. 2.—Yesterday evening the Minister of the Colonies gave a grand banquet in honour of the commanders of the second Expedition to Sumatra, at which the Prince of Orange and Prince Alexander and the chief civil and military authorities were present. The Colonial Minister proposed the toast of the Army and Navy of the Indies, which, he said, had so greatly contributed to the success of the expedition. The Prince of Orange proposed the health of the Generals present, to which General van Swieten replied, and said that an indissoluble tie existed between the country and the House of Orange.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

Amsterdam, Sept. 30.

Mr. Van der Heim laid before the Chamber last Saturday his *exposé* of our financial position, which is, I am happy to add, relatively very favourable. The favourable balances of the two former years are certainly not large, but there is no deficit. The total of the estimated expenditure for 1875 is about, 110 millions of florins, that is ten millions more than in 1874. This excess is caused by various items of the national expenditure, railways, public works, navy fortresses, &c. The revenue is estimated at about 103 millions, so that there will be a probable deficit of 7½ millions. This, however, need cause no anxiety. Judging by the results obtained in the last few years, the deficit will be more than covered by the surplus arising from the *batig slot*, the Java revenue, and the continuous increase of the ordinary receipts, so that it will not be necessary to issue any treasury bonds. As I have stated already, it is not the intention of the Minister to make any partial change in the present system of taxation. As an illustration of the still-increasing prosperity of the country, the Minister said:—"We have been able to provide for all our wants, even our war in Atchin, without having recourse to extraordinary measures, and this is a good augury for the future." The Liberal papers of course complain that the *batig slot* remains the cork which keeps up the credit of Holland, while the Conservatives, led by the *Dagblad*, lament that under this Cabinet the Javanese are not more severely squeezed than they are. *Varietas delectar.* The first meeting of the Chamber and of the new Cabinet proves that the change of Government will occasion but a very small difference in the administrative business of the country. There are remarkable signs that no revolution is to be expected in the affairs either of home or in colonial matters. The new Cabinet is wise enough to refuse to grant pledges of great Administrative reforms; it has not accepted office under promise to distinguish itself by sensational legislation. This, at least, is something to be thankful for.

According to the Colonial report (page 132), the Minister Fransen Van de Putte had prepared a Bill for the construction of a railway over the whole island of Java. If I am well informed, Mr. Van Goltstein will inaugurate a more practical system. He will begin by constructing a railway from Sourabaya and Passaroeang to Malang, which you will remember was the original plan. The Minister of the Home Department has also made some alterations in the scheme of his predecessor in respect to the plan to complete our home railways. Instead of granting the concession to a syndicate of bankers he intends to grant it to several corporations and societies. Other rumours, however, say that the syndicate will be favoured, but on other terms. The Ministry refuses, for the present, to give any decision on the point, Mr. Van Goltstein stating, in answer to Mr. Gratama, that we must wait for further particulars about the Bill to provide Java with railways, until the document is actually laid before the members. It is now under examination by the Council of State.

The "Budget speech" of the Minister has made a favourable impression at the Bourse, and the prices of our national funds have slightly advanced. The general business, however, is, and seems likely to remain, very quiet.

A great festival will take place on Saturday next at Leyden, to celebrate the 300th anniversary of our delivery from the Spanish usurpation.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

Hamburg, Sept. 29.

In the offices of the Chancellor great activity prevails in order to make up the Budget for next year, so as to send it in to the Bundesrath in the course of this week, as it is intended to have it printed and ready for distribution to the members immediately after the opening of the Session, so as to give them as much time as possible to make themselves thoroughly acquainted with its contents when it comes on for discussion. The precise day for the opening of Parliament has not yet been definitely fixed, but it is expected to be somewhere about the 26th of October; nor is it known whether the ceremony will be performed by the Emperor in person or by deputy. The Budget for the Administration of the Imperial Railways is the only one that has as yet been sent to the Bundesrath. In it the receipts for 1875 are put down at 36,030,000 reichs marks, against 36,840,000 marks for 1874, being less by 810,000 marks than last year, in consequence of the reduction in fares and freights. The receipts are composed of the following items:—From passenger fares, 9,974,400 marks; from goods traffic, 23,970,000 marks; and other sources, 2,085,000 marks. The regular and ordinary expenditure is estimated at 28,980,000 marks, leaving a surplus of 7,050,000 marks, against 7,637,979 marks for the year 1874, consequently 587,979 marks less than last year's estimates. Amongst the items of expenditure are the following:—Salaries, 6,845,220 marks; administration, 778,260 marks; repairs and renewal of permanent way, 6,113,130 marks, transport expenses, 6,675,660 marks. The extraordinary expenses for 1875 are only 295,723 marks, of which 282,123 marks are the third instalment of the guaranteed subsidy towards the construction of the St. Gothard Railway and Tunnel, and 13,600 marks as the third instalment of the purchase money for the Colmar and Munster Railway, taken over by the State.

Further accounts have been received from Japan, with details of the murder of the German Acting Consul at Hakodadi, Herr Haber, from which it appears that it was not a premeditated act towards him personally, and still less a political vengeance. It seems that by virtue of an ancient barbarous custom of the Japanese, more honoured in the breach than the observance, when a native feels himself aggrieved or insulted by a foreigner, he is bound to take his revenge by killing that person, *or some other foreigner.* He therefore proceeds through the public streets armed with his two swords, and attacks the first foreigner he meets, something like the Malay custom of "running a muck." This happened to be unfortunately the inoffensive Herr Haber. The assassin having cleared his conscience by taking revenge on his innocent victim delivered himself quietly up to the authorities for punishment, and will stand his trial before the local Tribunal of Justice.

The new law for compulsory civil marriages comes into operation on the 1st October; and it is a curious fact that as the law requires a fortnight's notice to be given to the registrar, and this cannot be done before the above date, no weddings can be celebrated in the whole of Prussia before the second half of October.

Although we have still three months before the new currency becomes exclusively the legal medium for all transactions, the coins are already coming into use among the retail trade and the public generally and the Post-office gives notice that new postage stamps in the new currency are in course of preparation, and will be issued in December. The public are, however, warned not to buy a larger supply of the present stamps than may be required till the end of the year, as after that period they will have no value. This applies more particularly to those values that do not fit into the new currency. The bakers, brewers, butchers, and other tradesmen of this city have held meetings to concert measures what prices they shall put upon their commodities in retailing them to the public. The new law for weights and measures according to the metrical decimal system has now been in operation for two years, and is fully understood and appreciated, having experienced less difficulties than were apprehended. The length of a metre and the contents of a litre are now familiar to buyers and sellers, the only alteration that has been arbitrarily introduced—and it is not an illegal act, as the law is silent on the subject—is a tendency to buy and sell cloth, silk, ribbons, and other articles of long measure by the half-metre, it being found that the metre, which is more than a yard, is inconveniently long. In the same way the Saxon stocking weavers and wholesale dealers in hosiery have given public notice that from and after the 1st January next they shall no longer sell by the dozen of twelve, but by the *dizaine* of ten. It cannot be denied that this is strictly in accordance with the decimal system; but unless the French alter their terms in the same way for the sale of their gloves, soap, and other articles of their industry and manufactures—and they are not likely to follow any example set by their late antagonists—I fear it will give rise to much confusion and difficulties. For instance, if champagne and other French wines in bottles are no longer to be sold by the dozen, the size of the cases and baskets hitherto in use must undergo a corresponding alteration.

Arrivals from the Far East.—Herr C. Sturzenegger, from Singapore; P. Kierulf, from China; Consul Erdmann, from Samarang; A. Barleban, from Akyab; Reiners, from Hong Kong; R. Baedecker, from China.

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No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A Register is kept of the Addresses of all Persons connected with the Far East, and reference can be made to the same by personal application at the Office or by letter

Any Information required by Subscribers in reference to Commercial or general matters in China, Japan, Singapore, *and other parts of the* Far East *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The "London and China Express" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

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JAMES WEST, PUBLISHER,

2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, OCT. 5, 1874.

When Lord Stanley of Alderley brought before the House of Lords the administrative scandals of the late Straits Government, a disposition was observed in some Colonial quarters to depreciate his exertions. A correspondent in our own columns thought lightly of "flogging dead horses," and the first inspirations of the *Straits Times*, so long the faithful recorder of *the Chronicles of St. George*, were not so much disparaging as positively hostile. It is fair to add that the later thoughts of our colonial contemporary have been a great improvement on its first; but its columns furnish a stronger testimony to the value of Lord Stanley's interpellation than either praise or invective. They contain an order issued by Lord Carnarvon, putting an end to that practice of appropriating presents given by native Princes which Sir H. Ord introduced into the public service of the Straits; and that order is dated the 6th of June, just a few days after Lord Stanley had called the Colonial Secretary's attention to the subject. The coincidence may be purely accidental, but when we remember that Mr. Alabaster's complaint in reference to Siamese presents to Sir H. Ord dates as far back as 1868, and that the charge of his taking presents, which Lord Stanley read from the *Straits Times*, was published in August, 1873, it looks as if the views of the Colonial-office not only were slow in ripening, but as if they never would have attained maturity but for the genial heat of Parliamentary publicity.

The bare idea of our Government permitting the emigration of coolies from India to Peru makes one shudder. We have for many years struggled to put down the Macao coolie trade, and our efforts have been rewarded with success. It is therefore with no little consternation that we hear of a proposal by the Peruvian Government to the Government of India that coolie emigration to Peru—which means the Guano Islands—should be permitted. From a letter from Sir Louis Mallet to the Secretary of the Aborigines Society, we are glad to find that no such application has been made. We must however express our disappointment that Sir Louis Mallet's letter is not couched in more emphatic terms, denoting the aversion of the Indian Government to any such proposition. We should have thought that the Marquis of Salisbury would have directed a reply to the effect that no such proposition would be entertained for one moment. While on this subject we wish to point out that the Convention lately concluded by the Peruvian Envoy, Senor Garcia, at Peking, stipulates that a Commission of Inquiry is to be despatched by the Chinese Government to Peru, to inquire into the treatment of the coolies, and on its report it will be decided whether the emigration of Chinese coolies, which is now suspended, will be resumed. It is quite clear that, having brought the Peruvians to almost a dead-lock for want of labour, they will now see that the coolies are treated with humanity.

Another victim has just been added to the list of unoffending persons who have been murdered by fanatical Japanese. We allude to the slaughter of Mr. L. Haber, the German Consul at Hakodadi. Possibly this last straw may break the back of the official camel, and lead to some action on the part of the Treaty Powers by which these crimes will be prevented in the future. So long as the sword is allowed to be the inseparable companion of the Japanese, sane or lunatic, we may look for more of these horrible occurrences at intervals, and as compensation is generally offered and accepted for such atrocities, they have begun to be regarded in the light of an ordinary debtor and creditor account between the parties concerned. But in the case of Mr. Haber, who is the representative of a Government not slow in avenging any injury to its representatives, it is be hoped matters will be different. No monetary consideration should prevent measures being taken whereby the recurrence of a tragedy like the one in question would be rendered impossible, and society in Japan will benefit materially by an edict which would convert the Japanese body swords into ploughshares. With the strides lately made throughout the country towards civilisation, it is an anomaly to retain such a relic of barbarism.

We understand that the Admiralty have received advices from China which state that, owing to the present unsettled state of affairs between that country and Japan, a conference is advisable between Her Majesty's Minister at Peking and the Naval Commander-in-Chief, and from information from Vice-Admiral Shadwell, it appears that a meeting has been arranged to take place on October 3rd at Shanghai. We are informed that in addition to the vessels now under orders for the China station, our fleet there is likely to be reinforced by two or three corvettes.

We must congratulate both Lord Carnarvon and the colonists of Mauritius upon the appointment of Sir Arthur Phayre to the vacant governorship. After a long and distinguished career in India, extending over forty years, Sir Arthur has attained a very high reputation, and he has shown ample proof of his administrative capacity in Burmah. His Excellency will leave by the French mail steamer of the 25th October.

We understand that a scheme is being organised by Messrs. Siemens Brothers for a submarine cable from Queensland to Singapore, and from there on to China and India, as well as a line between Sydney and New Zealand. The proposed project is stated to have the support of the Government of Queensland, New South Wales, and New Zealand, who guarantee £50,000 per annum.

The *Journal Officiel* of Paris announces that, by a decree dated 30th Sept., the *contre-amiral* Duperre, chief of the staff of the Admiralty, is nominated Governor of French Cochin-China and commandant-in-chief of the naval division of Indo-China, in the place of the *contre-amiral* Dupre. The *contre-amiral* Garnault succeeds M. Duperre.

By the last mail from Singapore we are glad to see that the Colonial-office has given the Governor instructions to refer to the merchants for opinions on the proposed Emigration ordinance. We are still of opinion that legislation will be only mischievous, and will not secure the protection which is sought for.

The mail from India reports—The surviving members of the French Embassy to Mandalay, who left Moulmein with the idea of proceeding overland to Cochin China, have returned, the expedition having met with a series of misfortunes.

The Portuguese transport *India*, from Lisbon, took out military reinforcements for the colony of Macao, to the extent of 236 men and officers, fourteen wives, and eight passengers.

We hear that further retirements from the Chinese Consular service have been decided on, including Mr. J. P. M. Fraser. Mr. Davenport, Vice-Consul at Shanghai, proceeds to his post this month.

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THE HONG KONG MERCHANT SHIPPING CONSOLIDATION ORDINANCE, 1874.

It affords us much satisfaction to see Imperial and Colonial reforms marching hand in hand, as it were, in matters that relate to our merchant shipping, for it is a subject which, having regard for the vast commercial interests of this nation in all quarters of the globe, demands the gravest consideration and attention from those placed in authority. But lately we noticed the China and Japan Maritime Order in Council, 1874, by which Shanghai was made a foreign port of British registry, and we have now to record the first reading by the Legislative Council of Hong Kong. Of the important Ordinance, the title of which we have prefixed to this notice, we heartily congratulate the Acting Attorney-General of the Colony, the Hon. T. C. Hayllar on the energy and care which he has bestowed on this measure, and his Excellency the Governor on the wisdom which dictated its preparation. This Ordinance has been drawn up in order "to consolidate and amend the laws "relating to merchant shipping, the duties of the harbour "master, and the control and management of the waters of "the Colony, and the regulation of vessels navigating the "same." The measure before us is, in consequence, necessarily a voluminous one, occupying twenty-nine pages of *The Hong Kong Government Gazette* of August 1. We must, therefore, confine ourselves principally to an explanation of its objects and reasons. This Ordinance, which is, in point of fact, a Colonial Merchant Shipping Act, and deals with other matters besides that an Act of the Imperial Parliament would not touch, contains forty-two sections, and these are further subdivided into numerous sub-sections and other subsidiary clauses. The subject-matter of the measure is arranged under four main headings, termed Parts I. to IV., viz., Merchant Shipping and Seamen, Regulation and Control of the Waters of the Colony, and of Vessels Navigating the same, Regulation of Junks and Small Boats, and Miscellaneous; four Schedules of Fees are also annexed.

Part I. provides regulations for British and Colonial ships, regulations concerning safety (a highly important chapter), Marine Courts, and a Board of Examiners, and it further treats of Shipping and Discharge of Seamen, Boarding-Houses for the same, their Health, Medicines, and Medical Stores, Desertion and other offences by Seamen, and Distressed Seamen. Part II. first lays down sundry regulations on various subjects as indicated by its title, and then deals with Lighthouses, Buoys, or Beacons, and the Importation and Storage of Gunpowder. Part III. treats of a subject which in our own country is, we believe, under local, as opposed to Governmental, management, but which in a port situated as that of Hong Kong is, demands special treatment. This portion of the Ordinance under consideration lays down rules with great care for the due licensing and control of Junks, Fishing Vessels, Boats, Cargo Boatmen, &c. Part IV. provides for Penalties and Fees, and repeals certain Ordinances and sections of Ordinances, ranging from No. 14 of 1845 to No. 1 of 1874; certain specified matters, however, are excepted from the operation of this repeal.

Having enumerated the principal points with which the Ordinance deals, we proceed to pass briefly in review the Attorney-General's elaborate "Statement of Objects and Reasons." The Ordinance, he says, has been framed with a twofold object. "With reference to the former of "these, the fact that the local carrying trade has now passed, "in so great a measure, from sailing vessels to steam-"ships has necessitated the introduction here (Hong Kong) "of those clauses of the Imperial Acts which pertain specially "to safety and the prevention of accidents in the employ-"ment of steamers. And as to the latter, the collection "together and rearrangement of the many and frequently "intricate provisions with reference to shipping, which from "time have become law since 1845, have become advisable "as a matter of convenience; the more especially as certain "actual changes in the law are required, which a consoli-"dating Ordinance affords a favourable opportunity of in-"troducing." Chapter I. of the first part contains very material and important modifications of an old Ordinance (No. 4 of 1855); these are required because "the class of "vessels to which it mainly applied, viz., junks and lorchas "trading between this Colony and the open ports on the Can-"ton river, either no longer exists, or does not seek registra-"tion under the Ordinance; and its provisions are now only, "or nearly only, taken advantage of by Chinese residents "within the colony, not being British subjects, who regis-"ter steamers under it; a class of ship to which its provi-"sions were obviously never intended to apply. . . . "The only reason for not repealing the Ordinance altoge-"ther is that so doing would deprive Chinese residents, "not being British subjects, of the privilege of using the "British flag, which they have hitherto enjoyed." Hitherto ships with only a colonial register have not been required to carry certificated masters, mates, or engineers, but "such a state of law is obviously unsatisfactory, and it "is therefore proposed by paragraph II. to place all such "ships (junks, of course, excepted) upon the same footing "as vessels holding Imperial registers." As the Attorney-General very truly observes, "This step is demanded as a measure of safety," and we must own to some surprise at this rule never having been introduced before. Chapter II. is a very important one, and we hope that its provisions for the safety of passengers in a region where shipwrecks are not uncommon will be most rigidly enforced. Section VII., again, which enacts penalties for carrying passengers in excess of the numbers allowed by the certificate, is a very necessary one, in view of the large business which has now grown up connected with the conveyance of Chinese passengers by steamers between the Colony and ports not within the purview of the Chinese Passengers Act, 1855. By par. 3 the Governor (in Council) will, for the first time, have the power of prohibiting the conveyance of deck passengers—a power which during the more inclement season of the year may be usefully exercised. Section VIII. (survey of unseaworthy ships) is the same as Ordinance No. 1 of 1874, except that "in paragraph 3 the "words 'out of the Colonial revenue' have been sub-"stituted, by direction of the Secretary of State, for the "words 'out of moneys to be provided by the Imperial "Parliament.'" Section IX., on a cognate subject, is new to colonial legislation. Chapter III. proposes to make certain useful alterations in the constitution of Marine Courts; and Chapter IV. will extend "the powers conferred on the "Board of Examiners by Ordinance No. 17 of 1860 to the "examination and certifying of engineers," who before were not required to hold certificates. The provisions of Chapter VIII., which relate to Medicines and Medical Stores, are not at present, though they certainly ought to be, in operation in the colony. Chapter IX. paragraph 5 proposes to extend certain provisions of the Merchant Shipping Act, 1854, relating to the offences of British seamen to men employed on foreign ships within the jurisdiction of the colony. This has been called for by the previously existing difficulty of dealing with insubordinate seamen in foreign ships, which has given rise to complaints from foreign Consuls. By paragraph 7, however, "the "operation of the whole section may be suspended in re-"gard to the ships of any foreign nation at the request of "its Consul."

By Chapter I. of Part II. the regulations, which have hitherto been confined to a certain portion of Colonial waters, defined as the "harbour," are now wisely extended to the whole, for "much inconvenience has been "felt on more than one occasion from vessels anchoring in "Colonial waters outside the prescribed limits, and thus, "while taking advantage of the port, keeping free of its "necessary regulations," and to prevent any misconception as to its meaning, the term "Colonial waters" is very clearly defined in the preliminary portion of the Ordinance. Paragraph 3 of Section XXIII., which requires ships arriving from ports where infectious diseases are prevalent to report the same, is new to the colony, but is very necessary to prevent the introduction of small-pox, &c., into the island. Paragraph 4 of Section XXV. is also new. Its necessity arises from the great increase in the use of steam-launches in the waters of the colony, a class of vessels which at present is not subject to any kind of regulation. By Sections XXVII. and XXVIII., which deal with "Removal of Obstructions" and "Moorings," powers are conferred on the harbour-master which he does not now possess, and which are obviously necessary and useful.

Chapter 2 of Part III. "proposes to place in the hands

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"of the Governor in Council the licensing and management "of all the small craft plying in the colonial waters for "hire, and of all that numerous class of boats used by the "Chinese as residences, by means of regulations," the latter being at present under no regulation at all. With regard to the objects sought to be attained under this head, the ATTORNEY-GENERAL observes that "the convenience of the public will, it is thought, be better met by "entrusting the making of rules for the control of all "craft of this class to the Executive than by embodying "the rules for their Government in an Ordinance. As "such regulations must of necessity mainly consist of mere "matters of detail, it is of importance that they should "more readily admit of alteration or amendment than is "possible when they form the subject of legislative enact-"ment."

In conclusion, while expressing a hope that this very useful measure may very soon become law, it may be as well that we should point out that by Section XL. it is provided that "an abstract of such portions of this Ordi-"nance as the Governor in Council may direct, shall be "delivered to the master of every vessel upon her entering "the waters of the Colony" for his information and temporary use, so that none will be able to plead ignorance of the regulations with which they are required to comply.

Monetary and Commercial.

The half yearly report of the Chartered Mercantile Bank of India, London, and China has been issued to the shareholders. The statement of accounts to 30th June shows a net profit of £41,871 13s. 4d., including £1,661 11s. 4d. brought forward from last year's profit and loss account. An ad interim dividend at the rate of 8 per cent. per annum (free of income-tax) is declared, leaving a balance of £11,871 13s. 4d., which is carried forward to next account. The death of Mr. I. I. Mackenzie is alluded to, and Mr. J. N. Bullen will be proposed at the meeting for election as a director, in the room of Sir William Grey, K.C.S.I., resigned.

At the meeting of the shareholders of the Chartered Bank of India, Australia, and China on 21st inst. the directors will recommend an interim dividend for the half-year to 30th June last at the rate of 5 per cent. per annum, free of income tax.

The annual report of the directors of Palmer's Shipbuilding and Iron Company (Limited) states that all the departments (except the ship yard, in respect to the old contracts taken before the advance in prices and completed during the year) had given satisfactory results; and but for the unfortunate and annoying losses on those old ship contracts and the bad debt made with a firm in Glasgow, the profits of the year would have been satisfactory, and the directors would have been enabled to declare a liberal dividend. The net profits were £25,103, and the directors recommend a dividend at the rate of 2½ per cent. per annum, which would absorb £22,522. The reserve fund remains at £30,000, and the share capital at £900,880.

At the meeting of the Mauritius Land Credit and Agency Company (Limited) the directors' report and statement of accounts was adopted, and a dividend declared for the half-year ended 30th June of 2s. per share, making, with the interim dividend declared in March last, a distribution of 10 per cent. for the year.

The directors of the New London and Brazilian Bank (Limited) recommend the payment of a dividend of 7s. per share, making, with the interim dividend paid in April last, the dividend for the year 12s. per share, or six per cent., free of income tax.

The directors of Reuter's Telegram Company (Limited) have declared the usual interim dividend at the rate of 5 per cent. per annum, free of income-tax, for the half-year ending 30th June last.

The P. and O. steamer *Teheran*, and others to follow, will bring a shipment of Japanese gold coin. It would appear from this that the Japanese Government are compelled to make use of this coin as a remittance to this country for payment of interest on loans and other engagements. It is not long since that bar gold was shipped out to turn into coin, and it can hardly be a paying transaction to send it here to be melted down again. It would also appear that the issue of notes continues in enormous quantities, and the good intention of having a metallic currency is as yet unaccomplished.

The *Gordon Castle* has brought into dock about 100 tons of damaged tea. Precautions have been taken to prevent its being fixed up and sold for consumption.

The purchase of the steamer *Gunga*, 800 tons register, and 220-horse power, has been arranged for the service of Messrs. Larrieu and Roque on their contract with the French Government for running steamers in Cochin-China.

The market for Bar Silver continues depressed, and the price at 57⅝d. per oz. exhibits no change. The demand has been chiefly for Russia. Mexican Dollars, brought by the St. Nazaire and West India steamers, about £60,000 in value, have been sold at 56¼d. per oz., showing a rise of ⅛d. per oz. They have been taken principally for China.

ARTICLES OF IMPORT.

With few important exceptions a dull tone has prevailed in the Produce Markets, and prices are frequently cheaper. Tea has been steady, with moderate business. Silk continues to improve. Coffee after some fluctuation, has taken a decided downward course, and a considerable decline has occurred towards the close. Sugar has continued active, and shows a further advance. Cutch has also improved. The demand for Rice has improved, especially for floating cargoes, which are 6d. higher. Sago and Tapioca are unaltered. Pepper has continued flat, and prices are lower. In other Spices few alterations have taken place. Hemp is unusually inactive. Coir Goods are generally dull, and common sorts of Yarn continue to decline in value. Sticklac and Gambier are lower. The Market for Tin has been dull, and the price for Straits at the close is 10s. lower.

TEA.

Messrs. Arthur Capel and Co.'s Circular says:—Our market has been very steady during the past week, but the amount of business has been only moderate, the fresh samples on the market being few until the 30th ult., when those ex "Indus," "Cassandra," and "Cheops" were placed on offer. Prices on the whole have been well maintained, the market being strengthened by the small quantity offered at public sale, without reserve, comprising only about 13,800 packages, of which 13,100 packages were sold. The deliveries for the week as compared with last year are as follows:—

	1874. lbs.	1873. lbs.
Duty paid	2,034,498	1,973,985
Coastwise	906,053	638,301
Exports	578,129	755,955
	3,518,680	3,368,241

Congous.—Red-leaf kinds: Siftings have sold at last week's rates. Broken-leaf kinds have been firm. Fair to good common remain firm. Fair Kaisow kinds have been taken at about previous prices. Good to fine have been rather more in request; finest show no alteration, the demand being still limited. Pak Lin kinds are in good request at former rates. Black-leaf kinds: Common to fair remain in moderate demand, without alteration in price; fair to good medium kinds have been fairly maintained, but a few sales of Oopak kinds show rather easier rates; fine have been firm with a moderate business; in finest there is no change to notice. New-make kinds: Common have been sold at 11d. per lb.; fair to good from 1s. 2d. to 1s. 4d. have been in demand, prices showing no change. Souchongs show no material alteration. Business in Oolongs has been moderate, the supply on offer being less; the fine Formosa kinds have been enquired for. *Scented Teas.*—Canton Capers have sold rather irregularly, but on the whole prices have been fairly supported, the finer kinds being most in demand. Foo Chow kinds show no quotable alteration. Canton Orange Pekoes have been rather more saleable, but without improvement in prices. Foo Chow kinds, from recent arrivals, have been freely offered, and sales made have been a shade lower in price. *Green Teas.*—The demand continues rather limited, and prices for all but the finer kinds of Moyune must be quoted rather easier.

SILK.

Messrs. Durant and Co.'s Circular says:—We have at last to report an improved state of things in Silk. The extremely low range of prices has induced general attention, even of outside speculators to some small extent, and throughout the whole of the past month we have had fair current business with gradually hardening pieces till we find quotations in many cases 6d. to 1s. above the lowest moment. The deliveries show very large figures in comparison with recent years. Japan Silk had scarcely shared in the general doings, probably because little new Silk has yet come forward, and partially also in consequence of the announcement of a large public sale of 800 bales "without reserve" on the 1st inst., but within the last week some large parcels, probably 400 bales, have been sold "for arrival" at full rates. In Canton Silk the market has been cleared of all this season's arrivals, but without improvement in prices. Arrivals in September:—Bengal, 266 bales; China, 8,008; Japan, 260; Canton, 332. The public sale is concluded. The Silk was generally taken freely, the larger portion at an advance of probably 1s. per lb. upon the prices of August.

	Unsold Stock.		Delivered.	
	Oct. 1, 1874.	Oct. 1, 1873.	Jan. 1 to Sept. 30, 1874.	Jan. 1 to Sept. 30, 1873.
Bengal	3,326	3,260	2,318	4,004
China	14,913	12,816	27,377	24,943
Japan	2,983	3,428	6,160	6,072
Canton	2,008	2,793	5,476	6,723
Chinese Thrown	97	128	140	102

COFFEE.

Immediately after the close of our last week's report there was an improvement in the market, and prices of Plantation Ceylon advanced 1s. to 2s. per cwt., which afterwards induced holders to bring forward large supplies, but the demand greatly fell off, and sales have been effected with difficulty at daily declining prices, closing 3s. below the quotation given a fortnight ago; middling, after advancing to 113s. to 116s., has declined to 108s. 6d. to 111s. With a good demand the value of

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good ordinary Native advanced to 88s., but the market closes flatly at 84s. to 85s. Quotations are, Plantation, triage 80s. to 94s., small grey to coloury 100s. to 106s., low middling 104s. 6d. to 108s., middling coloury 108s. 6d. to 110s. 6d., good middling to fine middling coloury 111s. to 114s., peaberry 123s. 6d. to 128s. Native, small 76s. to 81s., good ordinary to fine ordinary 85s. to 88s., bold 89s. to 94s. 6d., peaberry 100s. to 106s. 6d. The only sale of other East India during the week has been 300 bags Manila at 88s. per cwt.

Camphor.—The market has been quiet and easier; there have been reports of sellers at lower prices, but these have been of no avail with large holders. There is more enquiry; but few sellers at the close. Of 66 boxes at auction, a few sold in the room; Japan at 80s.; subsequently mostly quitted at about the same figure.

Cocoanut Oil.—Cochin has continued firm at £43 to £44 for good to very fine. Ceylon has met a fair demand, and about 200 tons have changed hands at £34 15s. to £35 for pipes and puncheons, and at £35 10s. for hogsheads.

Coir Goods.—Moderate supplies of Yarn at the periodical public sales again went off flatly, and only part was disposed of, ordinary qualities again rather cheaper, medium kinds also easy, but good to fine brought firm rates. 21 bales fine Ceylon chiefly sold at £41 10s. to £43 10s. Of 66 tons ditto only 35 tons sold, ordinary to medium at £22 to £26, fine and superior at £45 15s. to £50. 6 tons Ceylon Brush Fibre sold at £21 10s., low coarse £12 10s.

China Preserves.—Of 148 case Ginger (Chyloong brand) offered 48 cases sold at steady rates at 10d. to 10½d. per lb.

Cutch.—An active demand has prevailed for Pegue, and considerable business has been done at advancing prices, closing 2s. higher than a fortnight ago. The total sales are about 6,000 boxes, commencing at 23s., and closing at 25s. per cwt., with buyers.

Cubebs have been in good inquiry, and the price has advanced, small sales having been effected at 23s. 6d. per cwt.

Copra continues scarce and in demand.

Colombo Root.—Fine quality is in good request; 73 bags in public sale realised 15s. to 17s. per cwt. for fair quality.

Dragon's-blood.—Market steady, of 21 cases lump at auction the bulk has been sold at £7 7s. 6d. to £9 5s. for fine to superior Singapore.

Ebony Wood.—Market steady, but not active; of 60 tons Ceylon offered 23 tons were quitted at £13 15s. per ton.

Essential Oils.—*Aniseed* firm, and about 100 cases have been sold on the spot at 9s., afloat 8s. 7½d. to 8s. 9d., closing firm at the latter figure; 10 cases at public sales bought in. *Cassia* dull, and very plentiful, sales of small lots afloat at 4s. 6d., in retail on spot at 4s. 8d. to 4s. 9d. *Nutmegs* quiet, 7 cases retired. *Cinnamon* scarce, and fine much wanted, large stock of leaf. *Citronelle* quiet, and small transactions at previous value; 75 cases retired. *Lemon Grass* firm.

Gambier.—The market is dull, and prices have further receded 1s. per cwt.; only small sales have been made, consisting of about 1,300 bales, closing at 25s. 9d. ex ship, and 26s. 1½d. ex quay.

Galls continue scarce, and the upward movement perceptible a fortnight since has made further progress. We hear of no public sales, but privately 200 cases China have found buyers at £2 19s. per cwt., being an advance of 2s. per cwt.

Gums.—*Benjamin:* Sumatra higher; of 94 cases offered one-half sold; fine seconds, £10 17s. 6d. to £11; good marbly seconds at £10 to £10 2s. 6d.; seconds rather false packed, £8 10s. to £8 12s. 6d.; good thirds, 71s. to 71s. 6d. Siam steady; of 2 cases offered one sold at £10 7s. 6d., rather dark and drossy block. *Copal* firm; and some sales have been effected at higher rates. *Damar* unchanged. *Gamboge* quiet; and nothing of consequence done.

Gutta-percha has continued very quiet; but there appear some symptoms of approaching demand.

Galangal Root has been quiet, but is firm at the previous value, viz., 23s. to 24s. 6d. per cwt.

Hemp.—The demand for Manila has been limited, and sales are therefore light, but no change in prices can be reported. In auction 226 bales good roping Manila sold at £36 5s. to £36 15s. per ton.

Hides.—Messrs. Dyster, Nalder, and Co.'s Monthly Report says:—The demand for East India Hides has not been active, except for good qualities, which being scarce, have realised extreme prices, whilst other descriptions have barely supported former rates. The sales by public and private reach 173,930 Hides in the hair and tanned. Singapore, Penang, and Rangoon Ox and Cow Hides: There has been a fair demand, and the greater part of the moderate quantity brought forward found buyers at about former rates. The sales of the month include 4,558 Singapore and Penang: Light, 12½d. to 13d.; heavy, 6¾d. to 10d.; thirds, 7¾d. to 8¼d.; fourths, 5¼d. to 5½d. per lb. 4,589 Rangoon: Light, 12¾d.; heavy, 6¾d. to 9½d.; thirds, 7¾d. to 8d.; fourths, 5d. per lb. Singapore, Penang, &c., Buffalo Hides: Good qualities have been in demand at full prices to a slight advantage, but other sorts show no improvement and are difficult to sell. 3,457 Singapore and Penang have been sold; slaughtered, first heavy, average 36⅛ to 36⅝ lbs., 7d.; good, first class, average 18⅜ to 25⅝ lbs., 6d. to 6¼d.; average 11⅞ lbs., 7d.; seconds, 5¼d. to 5½d.; fair light, average 15¾ lbs., 6d.; ordinary, heavy, average 29⅞ to 31 lbs., 5¼d.; light, average 14 to 15½ lbs., 5¼d.; seconds, 4½d. per lb. 61 Rangoon: Light and small, average 7⅜ to 15¼ lbs., 6⅜d. per lb. Java Hides: There have not been any sales of Ox and Cow Hides; Buffalo Hides are in limited demand without material change in price. 3,412 Buffalo Hides have been sold: Shaved, first heavy, average 25 lbs., 8¾d. to 9d.; seconds, 8d. per lb.; unshaved, fair, first light, average 11⅜ to 15 lbs., 6⅞d. to 7½d. per lb.; first heavy, average 24⅛ to 28 lbs., 7⅜d.; ordinary, first heavy, average 20⅝ lbs., 6d.; light, average, 8 to 12⅞ lbs., 6⅛d. to 7d.; seconds, 5⅜d. to 6½d.; thirds, 4⅛d. to 5d. per lb.

India-rubber.—Holders decline to operate except at an advance, and all offers at auction—consisting of 37 baskets Borneo, 17 baskets 5 cases Singapore, and 45 baskets Java—have been retired.

Japan Wax is steady, and a fair private business is being done at the advance quoted in our last report, viz., at 56s. to 58s. per cwt.

Musk is firm, and higher to the extent of 2s. to 3s. for fine quality; 44 tins and caddies Tonquin offered at auction were all sold at 37s. 6d. to 45s. per oz. for good to fine selected well-shaped pods; 16s. to 19s. 6d. fair to good rough and bally, and 19s. wet pickings; 5 tins Cabardine were retired, and of 10 tins Grain offered 4 sold at 50s. per oz. for good quality.

Pepper.—*Black* has continued very dull, and is rather easier; moderate sales have been made at 6¾d. to 6⅞d. for Singapore, and 6⅛d. to 6d. for Penang; afloat very little has been done. *White* is quiet at 8⅛d. to 8⅞d. for ordinary dull to fine bold; 88 bags offered in public sale were retired.

Plumbago.—The large supply of 1,580 barrels Ceylon has been offered by auction, and as holders met the market a large portion was sold, viz., 1,200 barrels at a general decline of about 1s. per cwt., fine bold and clean selected lump at 21s. 6d. to 24s., middling dull to good bright small at 15s. to 18s., ordinary earthy to fine bright chips at 9s. to 12s., low earthy dust at 7s. 3d. to 7s. 9d., ordinary to fine bright dust at 8s. 3d. to 9s. 6d. per cwt.

Rhubarb.—China is about 3d. per lb. lower, and of 200 cases in public sale, barely half sold, good bold at 3s. 4d. to 3s. 6d.; medium and bold sun dried fairly trimmed part greyish 1s. 4d. to 1s. 7d.; high dried fair root 1s. 2d.; wormy 9d. to 10d. per lb.

Rattans.—Of 21,565 bundles at auction, only a few sold at 4s. 2d. to 6s. 11d. for 100 canes, being rather better rates.

Sticklac.—The market has been very quiet, and prices of Siam have declined about 2s. 6d. per cwt., private sales, amounting to about 500 boxes, having been made at £5 7s. 6d. to £5 10s. per cwt.; 158 cases in auction were bought in at £5 10s. per cwt.

Spices.—*Cassia Lignea:* There has been a large demand, and sales to the extent of 4,000 to 5,000 boxes unworked have been effected at 58s. to 59s., closing at the latter price. In auction 207 cases worked second pile were bought in at 65s. *Cinnamon:* 52 bales Ceylon chiefly sold, first sort at 3s. 1d. to 3s. 4d., second at 2s. 1d. to 2s. 7d., third at 1s. 10d. to 2s. 3d., fourth 1s. 5d., low mouldy 8d. *Chips:* Of 170 bags Ceylon offered one-half sold, ordinary at 4½d., coarse bark at 2⅜d. *Cloves:* Penang are scarce and firmly held; of 20 cases offered 1 case sold at 2s. per lb. for good. *Nutmegs:* The small lots offered went off as follows:—10 boxes Singapore bought in at 3s. 6d., 1 cask limed Java 106's sold at 2s. 11d. *Mace* is quiet; 30 boxes ordinary dark Java bought in at 1s. 11d.; 4 cases low mixed with wild sold at 1s. 1d.

Shells.—The periodical sales were held on the 29th ult. *Tortoise:* Although a large supply was offered an active demand prevailed for all kinds, and nearly the whole was sold, East India kinds at about 1s. to 2s. advance; 8 cases Singapore sold, shell common to middling at 16s. to 19s. 6d., fine 24s. *Mother-o'-Pearl:* The supply was small, and with a good demand the bulk was disposed of, Singapore realising 10s. advance; 12 boxes Japan small oyster sold at 15s., and 12 cases Singapore at £11. *Ear Shells:* There was a better demand, but of 736 cases and boxes 22 tons loose Japan only 300 cases sold at dearer rates; broken at £10, mixed part broken at £20 to £25, good bold at £29 to £35, fine bold £45 to £46, one lot very fine selected untrimmed at £65; trimmed bought in at £60 per ton. *Green Snail Shells:* 320 baskets (39,330 shells) met a good demand, and about 150 baskets sold at full rates to ½d. advance, good bold at 9½d. to 9¾d., bold with some medium 8½d. to 8¾d., medium 6½d., small 4½d. each.

Sago.—Small firmer, large again easier; of 776 bags offered in public sale three-fourths sold at 17s. 6d. to 18s. for uneven to good large, 18s. 6d. fine bright small.

Star Aniseeds are dull, and are offering freely afloat at £5 10s. per cwt., with but few buyers.

Soy continues without movement.

Sapanwood is still scarce; in auction 14 tons slightly damaged Manila (from New York) sold at £10 12s. 6d., and 18 tons Ceylon were withdrawn.

Tapioca.—Market steady; 600 bags Singapore in public sale quitted at 2d. to 2⅛d. for good quality.

Tobacco.—36 bales Java sold at 3d. to 6¾d.; 117 ditto Japan 7d. to 8d., 166 ditto ditto damaged 5½d. to 7d.

Tin.—Business has continued inactive during the week, and prices show a further slight decline, quotations being as follows:—Straits on the spot, £92; afloat, £90; Banca, £98 10s.; Billiton, £94 per ton. The deliveries for the past month have been:—From London, Straits and Australian, 765 tons; from Holland, Banca, 155 tons; do., Billiton, 357 tons; total, 1,277 tons. We estimate the stock of foreign in London to be composed as follows:—Straits, 1,740 tons; Australian 900 tons; Banca, 10 tons.

Shipping Intelligence.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Sep. 24	Vanguard	Smith	Cardiff and Singapore	London
30	Andras Riekmers	Budleman	Singapore	Penarth
24	Constantia	Eaton	Do.	Newport
24	Adelheid	Lenz	Do.	Penarth
24	Gerhard	Klaup	Do.	Do.
25	Sophia	Williams	Galle	Cardiff
27	Battistino Madre	Figaro	Do.	Do.
26	Annie Torrey	Libbey	Singapore	Swansea
26	Life Brigade (s.)	—	China	Shields
26	Hindostan	—	Penang	Newcastle
29	Viceroy (s.)	Murdock	Colombo, &c.	London
24	Ocean (s.)	Brown	Singapore, China, &c.	Glasgow
26	Laverello Fratelle	Olivari	Singapore	Penarth
27	Princess Pendleton	Nichols	Do.	Do.
28	May Queen	—	Galle	Newcastle
27	Ino Bramall (s.)	—	Java	Maassluis
29	Deucalion (s.)	Butler	Singapore, China, &c.	Liverpool
30	Formosa (s.)	Stewart	Do.	London
29	Stanley	Littlehailes	Singapore	Sunderland
Aug. 22	Mary	Alexander	Java	Buenos Ayres
23	Airola	—	Yokohama	Monte Video
25	Hattie G. Hall	Carter	Batavia	Rio Janeiro

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ARRIVALS.

Date.	Ship.	Captain.	From	At
Sep. 24	Olive s Southard	Walker	Akyab	Off Scilly
24	Leon (s.)	Olano	Manila	Liverpool
	Aristos	Kidhal	Zebu	San Francisco
24	Bertha	Jones	Rangoon	Liverpool
24	Wm. M. Reed	Bruce	Akyab	Scilly
22	Maria P.	Canepa	Rangoon	Texel
23	Mathilda	Lavidurie	Do.	Do.
23	Antias	Booth	Do.	Helvoet
28	Monte Allegro	Tomaso	Singapore	London
27	Cassandra (s.)	Sanger	Foochow, &c.	Do.
20	Cheops (s.)	Jarman	Do.	Do.
26	Prince Victor	Baillie	Rangoon	Liverpool
27	Summer Cloud	Tibbett	Akyab	Queenstown
22	Scopo	Gavino	Do.	Bremerhaven
23	Aimo	Bremer	Do.	Do.
24	Markland	Stanton	Do.	Do.
28	Gordon Castle (s.)	Ritshie	Lisbon and Hankow	London
28	Annie Lorway	Lorway	Rangoon	Liverpool
	Mogul	Walker	Akyab	Queenstown
	Nuova Assunta	Ferrarro	Do.	Do.
25	Dronning Sophie	Sundo	Do.	Bremerhaven
25	Zephyrus	Dennis	Do.	Do.
	John Rennie	Nicholson	Yokohama	San Francisco
3	Gabrielle Alice	—	Saigon	Rio Janeiro
25	Appenio	Geraschi	Akyab	Bordeaux
	Lady Elizabeth	Corbet	Manila	New York
28	Java	—	Bassein	London
30	Phrenologist	Beynon	Colombo	Do.
29	Priam (s.)	Scale	China, &c.	Do.
29	Star of Peace	Owen	Akyab	Falmouth
29	Marie	Felice	Bassein	Flushing
28	Windermere	Miller	Singapore	Liverpool
7	Elizabeth Dougall	White	Hong Kong	Portland O.
9	Sarah Scott	Estall	Yokohama	Do.
29	Nostre Padre	Palazzo	Rangoon	London
10	Agustina	Barvier	Hong Kong	San Francisco
30	Admiral	Jansen	Akyab	London
30	Belle Avvenire	Deandris	Rangoon	Off Falmouth
	Quinta	—	Do.	Queenstown
26	Lennatin	Mortensen	Do	Copenhagen
26	Hugo and Otto	Rickert	Do.	Cuxhaven

See Shipping Postscript and Correspondents' Letters.

LOADING.

At London.—Steamers via Suez Canal.—For Singapore, Yokohama, Hiogo, and Nagasaki: Calabar. For Singapore, Hong Kong, and Shanghai: Glenlyon. For Penang, Singapore, Hong Kong, and Shanghai: Hankow. For Padang, Samarang, Sourabaya, and Batavia: Sumatra. For Colombo, &c.: Bertha, Duke of Sutherland, El Dorado.

Sailing Vessels.—For Yokohama and Hiogo: Evelyn, Walton. For Yokohama: Annie Braginton. For Hiogo: Gaucho. For Shanghai: Belted Will. For Hong Kong: Eleanor, Miako, Ceylon. For Chefoo, Tientsing, and Newchwang: Ousuri. For Foochow: Zoroya. For Penang: Gleam. For Colombo: Lion, Seafield. For Batavia and Sourabaya: Glenisla.

At Liverpool.—For Yokohama and Hiogo: Spirit of the Age. For Shanghai (via Cardiff): Champion of the Seas. For Penang, Singapore, Hong Kong, and Shanghai: Sarpedon (str.), Achilles (str.), Menelaus (str.), Ajax (str.). For Galle: Staffa, Astrida. For Singapore and Manila: Yrurac Bat (str.), Leon (str.). For Batavia and Sourabaya: Emma and Robert, Hawkhope. For Singapore: Cleopatra.

At Glasgow.—For Singapore, Hong Kong, and Shanghai: Fleurs Castle (str.). For Singapore: Stanfield, Brisbane (str.).

SPOKEN.

Henrietta Elizabeth Susanna, Rotterdam to Sourabaya, Sept. 20, off St. Catherine's Point.

Trinidad (ship), Cardiff to Batavia, Aug. 12, 6 N., 24 W.

FREIGHTS AND CHARTERS.

Berth rates of freight to the Eastern ports are without material alteration since our last report, and rates rule as quoted below.

Current Rates of Freight for Vessels on the Berth.

Per Steamers via Suez Canal.—To Yokohama: 60s. to 65s. weight, 55s. to 60s. meast. To Hiogo: 65s. weight, 70s. meast. To Nagasaki: 65s. weight, 70s. meast. To Shanghai: 50s. to 55s. weight, 40s. meast. To Hong Kong: — weight, 40s. meast. To Singapore: 50s. weight, 40s. meast. To Penang: 50s. weight, 40s. meast. To Colombo: 40s. weight, 40s. meast. To Foochow: 75s. weight, 70s. meast. To Batavia: 40s. weight, 50s. meast. To Samarang and Sourabaya: 50s. weight, 65s. meast.

Per Sailing Vessels.—To Yokohama: 40s. weight, 35s. meast. To Hiogo: 45s. weight, 40s. meast. To Shanghai: 35s. to 40s. weight, 30s. meast. To Hong Kong: 30s. to 35s. weight, 25s. meast. To Singapore: 27s. 6d. weight, 25s. meast. To Colombo: 25s. weight or meast. To Batavia and Sourabaya: 30s. weight or meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Singapore: £23. To Penang: £25, f.c. To Batavia and Sourabaya: 25s. to 26s. (per ton). To Galle: £20.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. To Hong Kong: 30s. To Shanghai: 35s. To Singapore: 23s. 6d. To Galle: 23s. To Batavia: 27s. 6d. To Amoy: 32s. 6d. To Sourabaya: 30s. To Colombo: 24s. To Manila: 28s. to 30s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Galle: 18s. To Singapore: 18s.

CASUALTIES.

Advices from New York, Sept. 18, state as follows:—The O'Thyen, Jordan, hence for Sourabaya, which put back, 16, in distress, reports:—On the 1st, in lat. 31 N., lon. 63 W., she encountered a fearful cyclone, which caused the vessel to leak, stove bulwarks, skylights, &c., carried away boats, washed a man overboard, and injured several others; vessel has seven feet of water in the hold, and will probably have to go into dry dock for repairs.

The Guinevere, Melbourne to Manila, is reported lost off New Guinea; crew saved.

Hong Kong.—[By telegram from Amoy, Sept. 27.]—There was a heavy typhoon in the harbour 23. The Aldebaran (N.G. barq.), the Imager (? Imogen) (Brit. barq.), the Mindanus (? Mindanao), Brit. ship), and the Leonor and Albany (Span. strs.), all sunk. The Amou (? Amoy) (Siam), the Burra Noorfol (Siam), the Duda (Siam), the Malvern (Brit. barq.), the Seaforth (Siam), and the Macio (?) (Peruv. ship), are missing. The Lizzie and Rosa (Brit. barq.), and the Seabird (Amer. schr.), went ashore. The Maury (N.G. barq.) the Morning Light (Brit. ship), and the Halel (?) (N.G. barq.) were dismasted. The A. E. Vidal (N.G. barq.), and the Ardent (Brit. barq.), lost fore and main masts. The Carmelita and Ida (N.G. barq.) lost foremast and jibboom, and had sails split. The Charlotte Andrews (Brit. barq.), lost foremast and bowsprit. The Courier (Brit. barq.) lost foremast and maintopmast. The Lizzie H. (Amer. barq.) lost fore and maintopmasts, and had hull damaged. The Lathley Rich (Amer. ship), the Maria y Vicenta (Span. barq.), and the Matilda Atheling (Brit. barq.), were damaged. The Therese (Amer. ship) was driven out of the harbour.

MISCELLANEOUS.

Liverpool, Sept. 28.—A telegram from Hong Kong to the owners states, Atlantic safe, damages £50.

At Mauritius, Aug. 3, Anna T. Giovanelli, and sailed for Singapore.

The Admiralty have invited tenders for the conveyance of 4 officers, 1 lady, 3 children, 190 men, 8 women, and 10 children to Colombo, per (str.), to leave England about Oct. 20.

LAUNCHES, &c.

Messrs. A. and J. Inglis, of Glasgow, have launched an iron spar-decked screw steamer of 1,600 tons, and of the following dimensions—276ft. by 32ft. by 23ft. On leaving the ways she was named "Singapore" by Miss Jessie Inglis, niece of the builders. The Singapore has been built for the Eastern and Australian Mail Steam Company, and will be supplied by the builders with a pair of compound engines of 270-horse power nominal. She is a sister ship to the Brisbane, now in course of completion for the same company.

The Ly-ee-Moon takes out a number of dredging machines to Hiogo.

DRUGS, CHEMICALS, &c.,

WHOLESALE AND FOR EXPORTATION.

Drugs, &c., guaranteed genuine as imported, and Pharmaceutical Preparations made in strict accordance with the Pharmacopœia.

All Orders accompanied by Drafts, or sent through Merchants, attended to promptly, and executed upon the best terms.

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DRUG MERCHANTS, &c., GOVERNMENT CONTRACTORS FOR CHEMICALS, &c.,

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THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,

CHINA AND JAPAN AGENCY,

Cowper's-court, Cornhill, London, E.C.

P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

MacEWEN, FRICKEL, & Co.,

QUEEN'S ROAD, HONG KONG

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Agent for the *London and China Express.*

T. W. JACKSON,

COMMISSION AGENT

SAN FRANCISCO.

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EASTERN TELEGRAPH COMPANY (Limited). Notice is hereby Given, that the usual INTERIM DIVIDEND of 2s. 6d. per share, for the quarter ended the 30th June last, will be PAID on and after the 14th October, 1874, and that the Register of Transfers will be Closed from the 6th to the 14th October both days inclusive. By order,

GEORGE DRAPER, Secretary.

No. 66, Old Broad-street, London, Sept. 21, 1874.

NOTICE.

THE JAPANESE LEGATION will REMOVE to 9, KENSINGTON PARK GARDENS, W., on the 1st October next.

9, Upper Belgrave-square, S.W.,
Sept. 19, 1874.

THE AGRA BANK (Limited)

Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
Branches in Edinburgh, Calcutta, Bombay, Madras Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street, London, 1874.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.

HEAD OFFICE—14, Rue Bergere, Paris.
AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).
LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office

HOLLOWAY'S PILLS

Sir SAMUEL BAKER,

In his work on the Sources of the Nile, says:—

"I ordered my dragoman Mahomet to inform the "Faky that I was a doctor, and that I had the best "medicines at the service of the sick, with advice "gratis. In a short time I had many applicants, to "whom I served out a quantity of Holloway's Pills. "These are most useful to an explorer, as, possessing "unmistakable purgative properties, they create an "undeniable effect upon the patient, which satisfies "him of their value."

This fine Medicine cures all disorders of the Liver, Stomach, Kidneys and Bowels, is a Great PURIFIER of the BLOOD, and wonderfully efficacious in all ailments incidental to Females—young or aged.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.
Reserve Fund, $775,000.
COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.
LONDON MANAGER—W. H. Vacher, 32, Lombard-street
BANKERS—London and County Bank.
BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

Diploma of Merit, Vienna Exhibition, 1873.

YORKSHIRE RELISH

THE most delicious SAUCE in the world to CHOPS, STEAKS, FISH, &c. Sold by all Grocers and Oilmen in bottles 6d., 1s., and 2s. each. Trade mark—Willow-pattern plate.

PROPRIETORS:—
GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.

GOODALL'S BAKING POWDER.

THE BEST IN THE WORLD.—Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter or Lard. Bread made with this Powder is much easier to digest, and much more wholesome than that raised with yeast, and a larger quantity is obtained from the same weight of flour. One trial will convince the most sceptical of its superiority over others. Sold by Grocers, Chemists, and Oilmen in 1d. packets; 6d., 1s., 1s. 6d., and 2s. Tins. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.

GOODALL'S QUININE WINE.

THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s., 1s. 1½d., 2s., and 2s. 3d. each. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

IMPROVED AND ECONOMIC COOKERY.—Use

LIEBIG COMPANY'S EXTRACT OF MEAT

as "stock" for beef-tea, soups, made dishes, and sauces; gives fine flavour and great strength. Invariably adopted in households when fairly tried.

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TANJONG PAGAR DOCK COMPANY, LIMITED.

REPORT OF THE DIRECTORS.

Gentlemen.—

Your Directors have now the pleasure of waiting upon you with Balance Sheet and Profit and Loss account for the half year ending 30th June last.

The Gross Profits for the six months are $70,778.72, to which there is to be added the balance remaining after payment of the Dividend declared at the last General Meeting, $3,114.79, making a total of $73,893.51.

After deducting from this sum the necessary working expenses, depreciation, and the amount due under clause 72—there will remain available for dividend the sum of $42,015.68, subject, however, to payments that may fall due under clause 68 of the Articles of Association.

The permanent works of the Company have been kept in thorough repair, but your Directors have written off for depreciation the sum of $8,000, besides 5 per cent. on the value of their tug boat *Pilot Fish*, say $535.86.

Your Directors regret to have to report that an accident occurred to the ship *England* when in the Dock in June.

This has given rise to questions which are likely to involve the Company in legal proceedings. Your Directors have therefore thought it advisable to propose the payment of an *ad interim* dividend of four per cent. for the half-year ending 30th June, which will leave a balance of $18,015.68 to be carried forward.

Of the three godowns referred to in the last report, one has been completed and is now in use, the others are in a forward state, and will shortly be finished. A shed on riband posts for the use of the carpenters, and for storing timber, has been added to the Company's plant, and a new coal shed, also on riband posts, is in course of erection. The filling in of the ground at the rear of the coal sheds to the westward is being proceeded with, and will shortly afford additional accommodation for storing coal.

The sea face wall has been carried to within a short distance of the Company's boundary.

The Company's Manager, E. M. Smith, Esq., left for Europe on 16th May last, for one year's leave.

Captain Lloyd has been appointed Acting Manager.

The Reading Room continues to be largely availed of.

THOMAS SCOTT, Chairman.

BALANCE SHEET, 30th June, 1874.

CAPITAL AND LIABILITIES.

Capital—Original Shares.		
Total amount received from shareholders ...	$300,000.00	
Total number of shares 3,000		
Do. Do. issued ... ... All		
Remaining unissued ... ... None		
Amount received per share $100		
Arrears of calls ... ... None		
Shares forfeited ... ... None		
Original Shares—New Issue.		
Total amount received from shareholders ...	300,000.00	
Total number of original shares, new issue 3,000		
Total number issued ... ... All		
Remaining unissued ... ... None		
Amount received per share $100		
Arrears of call ... ... None		
Shares forfeited ... ... None		$600,000.00
Liabilities.		
Debentures No. 5, due 1st Sept., 1876 ...	$65,100.00	
Do. No. 6, due 19th April, 1878	57,400.00	
Do. No. 7, due 10th Oct., 1878	150,000.00	
		272,500.00
Loans for short periods		42,900.00
Coolie contractors for June		6,399.29
Due for wages for dock, wharf, and machine shop, office salaries, &c., for June	8,886.28	
Quit rents and assessment to 30th June ...	1,557.75	
Directors' fees under Clause 67	1,000.00	
Interest on debentures to 30th June ...	10,259.38	
		21,703.41
Sundry accounts owing		5,371.37
Reserve fund		67,248.00
Dividends unclaimed		413.46
Bills payable		276.98
Payments due under clause 72 to 30th June		3,534.61
Balance at credit Profit and Loss account ...		42,015.68
		$1,062,362.80

PROPERTY AND ASSETS.

Property.		
Freehold land		$56,234.75
Dock, godowns, and coal sheds	$452,238.16	
Wharf	244,974.47	
Machine shop and plant	39,786.60	
Boiler shears	9,442.66	
	$746,441.89	
Less depreciation	7,508.46	
		738,933.43
Movable Property		
Working plant	$48,866.12	
Less depreciation	491.54	
		48,374.58
Steam tug *Pilot Fish*	$10,717.16	
Less depreciation at 5 per cent.	535.86	
		10,181.30
Stock in Trade.		
Iron and steel	$32,076.62	
Timber	12,431.70	
Copper and yellow metal	11,743.43	
Miscellaneous stock	35,730.03	
Nails and screws	11,152.19	
Firewood	1,029.77	
Gunny bags	198.00	
		104,361.74
Fire Insurance.		
Premia paid and belonging to next half year		1,106.00
Assets.		
Debts owing to the Company: Local, being chiefly accounts for June last		66,537.10
Remittances to London on account of stores ordered		3,321.68
Goods to arrive from Europe		10,181.88
Cash with Chartered Bank of India, Australia, and China		23,130.34
		$1,062,362.80

We, the undersigned, have examined the above balance sheet with the books of the Company, and hereby certify the same to be correct, and to exhibit a fair and correct view of the Company's affairs.

W. W. WILLANS, JOHN CAMERON, } Auditors.

We certify that this Balance-sheet contains, to the best of our belief, a true account of the Capital and Liabilities, and of the Property and Assets of this Company.

THOMAS SCOTT, Chairman.
H. W. WOOD, JAS. R. MACARTHUR, } Directors.

PROFIT AND LOSS ACCOUNT, January to June, 1874.

Dr.	
To interest on debentures and loans to date	$10,477.29
Current expenses, including salaries, rent, stationery, directors' remuneration, quit rent and assessment, to 30th June, 1874	9,330.16
Depreciation on dock, godowns, coal sheds, wharf, machine shop, boiler shears, and working plant	8,000.00
On *Pilot Fish*, 5 per cent. on $10,717.16	535.86
Due under Clause 72 to 30th June	3,534.61
Balance	42,015.68
	$73,893.51
Cr.	
Balance from last half-year, after paying dividend at 5 per cent.	$3,114.79
Profit this half-year on	
Boiler shears working account	350.17
Carting	272.33
Steam tug *Pilot Fish* working account	3,614.79
Wharfage and storage	27,542.79
Dock	29,642.61
Machine shop	8,637.28
Ballast	137.76
Fire insurance	394.24
Gunny account...	186.75
	$73,893.51

Singapore, 1st Aug., 1874.

C. HENRY LLOYD, Acting Manager.

London Agents—MACTAGGART, TIDMAN, & Co., 34, Leadenhall-street.

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VIA BRINDISI.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 580.] LONDON, MONDAY, OCT. 12, 1874. [Price 9d.—Subscription, £3 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Oct. 10.
JAPAN—Yokohama	June 26	Aug. 11	Aug. 19
Yedo			
Osaka and Hiogo	„ 26	„ 16	„ 17
Hakodadi			
Nagasaki	—	—	„ 18
CHINA—Peking	—	—	„ 12
Tien-tsin	—	—	„ 15
Chefoo	—	—	„ 16
New-chwang	—	—	„ 13
Hankow	„ 26	„ 9	„ 19
Kiu-kiang	—	—	„ 19
Chin-kiang			
Shanghai	July 10	„ 17	„ 23
Ningpo	—	—	„ 21
Foochow	„ 10	„ 18	„ 23
Formosa	—	—	„ 18
Amoy	—	—	„ 24
Swatow	—	—	„ 25
Hong Kong	„ 17	„ 24	„ 29
Canton	—	—	„ 27
Macao	—	—	„ 28
PHILIPPINES—			
Manila	„ 3	„ 9	„ 18
COCHIN-CHINA			
Saigon	„ 3	„ 6	„ 13
SIAM — Bangkok		—	„ 29
BORNEO—			
Labuan	—	—	„ 20
Sarawak	—	—	„ 26
JAVA — Batavia	„ 24	„ 27	„ 31
Samarang	—	—	„ 16
Sourabaya	—	—	„ 14
MALACCA STRAITS—			
Singapore	„ 31	„ 29	Sept. 5
Penang	Aug. 7	Sept. 4	„ 7
CEYLON—			
Galle	„ 21	„ 10	„ 16
Colombo	„ 21	Aug. 12	„ 14

THE MAILS, &c.

The P. and O. mail, with the advices dated as above, was delivered, *via* Brindisi, on Saturday, the 10th inst., two days in advance of its due date. The next inward (French) mail, bringing advices Yokohama 26th, Shanghai 30th August, Hong Kong 5th, Singapore 14th Sept., which is due, *via* Marseilles, on Monday next, the 19th inst. left Suez on the 4th inst., five days early, and will probably reach London on Wednesday.

The Saigon-Hong Kong section of the Eastern Extension Telegraph Company's cables is still interrupted, and the Great Northern Company's cables between Amoy and Hong Kong and between Amoy and Shanghai are still interrupted.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Sumatra*, arrived Oct. 7.—From Shanghai: Mr. N. Smith. To Venice, from Hong Kong: Mr. Falconer, Mr. Johnstone. To Southampton, per P. and O. steamer *Pekin*, expected to arrive Oct. 19.—From Yokohama: Mr. J. Watson. From Shanghai: Mr. A. Johnsford.

PASSENGERS OUTWARD.

Per French steamer *Meikong*, Oct. 11.—To Yokohama: Mr. Covil, Mr. R. Tome. To Shanghai: Mr. Harwood, Mrs. Seward, Mr. and Mrs. Lynes, Mr. Miller, Mrs. Koberlain, Mrs. Martin, Miss Martin. To Hong Kong: Mr. Ellwell, Mr. Courthial and family, the Danish Ambassador, Mr. Scott, Mr O. E. Edwards, Mr. Ccurtheat and family. To Galle: Mr. Karslake, Mr Cross, Mr. Shutter, Mr. F. Mortimer, Mr. Orson. To Batavia: Mesdames J. Delden, Mr. and Mrs. Bayer and daughter.

Per French steamer *Sindh*, Oct. 25.—To Yokohama: Rev. H. Evington. To Hong Kong: Bishop of Victoria and Mrs. Burdon, Rev. G. H. Sedgwick, Mr. May, Mr. C. Carroll and family. To Shanghai: Mrs. Little, Mr. Leopold Lefebre, seven missionaries, three Sisters of Mercy. To Saigon: Admiral Duperre and suite, Mr. A. Spooner. To Batavia: Mr. and Mrs. Holland and family, Mr. and Mrs. Carp. To Singapore: Mr Gray, Mrs. Alabaster. To Galle: Mr. and Mrs. Vandespar, Miss Eidenberg.

Per French steamer *Anadyr*, Nov. 8.—To Yokohama: The Japanese Minister and suite. To Batavia: Mr. and Mrs. Brevet. To Hong Kong: Mr. A. W. Burn, Mr. E. Pye, Mr. F. Leyburn. To Galle: Mrs. Block, Mr. G. L. Reid.

Per French steamer *Provence*, Nov. 22.—To Galle: Mr. Young, Mr. Ollivam, Mr. Broyer. To Saigon: Mr. Lalanne.

Per P. and O. steamer *Surat*, from Southampton, Oct. 8.—To Ceylon: Mr. and Mrs. Mathew, Mr. and Mrs. Barker and son, Mrs. J. V. Dunlop, Mr. and Miss Aslett. To Galle: Miss Copeland. To Singapore: Lady Sidgreaves, Mrs. G. F. Hose, Mr. McNair, Mr. and Mrs. Skinbrigge. To Hong Kong: Surg. Maj. Moorhead, Mrs. N. B. Dennys.

Per P. and O. steamer *Ceylon*, from Venice, Oct. 16.—To Singapore: Mr. W. F. Heniker.

Per P. and O. steamer *Ceylon*, from Brindisi, Oct. 19.—To Singapore: His Excellency Governor Cairns, C.M.G., Mr. A. P. Maudslay. To Ceylon: Mr. Hedges, Mr. Robinson.

Per P. and O. steamer from Southampton, Oct. 22.—To Ceylon: Mr. A. J. Davids. To Yokohama: J. B. Stevens. To Shanghai: Mrs. Carey. To Singapore: Mr. H. I. S. Davids, Mr. A. G. Brown, Mr. de Winton, Mr. Hull, Mr. Borney.

Per P. and O. steamer from Southampton, Nov. 5.—To Ceylon: Mrs. and Miss Delmege.

Summary of News from the Far East.

JAPAN.

Our advices from the Japan Ports by the present mail are of no later date than those received by Pacific mail on the 29th ult., and published in our last issue.

CHINA.

SHANGHAI.

The present mail brings advices from this port to the 23rd August; the French mail from London, 3rd July, was received on the 16th August, and the following P. and O. mail of the 10th July arrived out on the 17th August. The latter is said to be the quickest London mail ever delivered in Shanghai, having occupied but thirty-eight days in transit. The following summary of news is from the *North China Herald*:—

We hear that the Chinese authorities are instituting some new regulations with regard to the local levies on sugar, of a nature to operate unjustly towards foreigners, as well as towards some classes of their own countrymen. The old system having probably been found capable of evasion, the authorities have established a guild or farm for the collection of the duties on the article. The guild promises, to those who give a bond that they will declare truly the amount of their imports, a reduction of nearly fifty per cent., but this privilege is to be restricted to Cantonese. Sugar which has been imported through foreigners or by northern Chinese will be charged at the old rate, and the emissaries of the guild will keep a sharp lookout for evasions, which when found out will entail confiscation. The arrangement, as it has been described to us, appears to be designed, doubtless through the powerful influence of the Cantonese, to give that class a monopoly of the trade; and if enquiry into the matter show this to be the case, it ought to be firmly resisted.

Mr. Mowat, the Deputy Chief Judge of H. B. M. Supreme Court, goes to Chefoo, we understand, in consequence of a summons from the Chief Judge. Mr. Mowat has delegated his functions to Mr. Myburgh, barrister-at-law. Our evening contemporaries have criticised both the legality of the step and the fitness of the appointment. The *Courier* gives its approval to the latter, but presents a strong argument against the first aspect of Mr. Mowat's action. We must assume that Mr. Mowat has not taken the step without due consideration, and that he is prepared to accept the responsibility of his act. Apart from the question of its legality, which we are not in a position to discuss, we quite coincide in the opinion that a double delegation of the judicial powers is scarcely just to the community and is much to be deprecated. The occasion having arisen, moreover, it would no doubt have been preferable if a gentleman of Mr. Hannen's experience on the bench had been requested and could have been induced to act; but before pronouncing the gentleman who has undertaken the duties "eminently unsuited" to the position, as the *Gazette* has done, it would be only courteous to wait till he had proved his unfitness.

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Thefts from foreign residences have been of frequent occurrence, the time usually being chosen when people go out to walk or drive in the cool of the evening, leaving their houses, with doors and windows open to admit air, in charge of servants who probably take the opportunity to loaf and gossip. The thief walks in, selects a conveniently portable article, and retires without leaving his address. Two such cases have occurred in Hongkew, and enabled some pawnshop to add a drawing-room clock and a hall barometer to its stock on favourable terms. A silver tankard has also been taken, and the Chinese thieves are reported to be particularly provident in the matter of laying by foreign umbrellas for a rainy day.

A warrant having been issued for the apprehension of Mr. Fawcett, the engineer lately in charge of the works at the Shantung Lighthouse, on a charge arising out of the recent disturbance there, he has been arrested at Nagasaki, in consequence of a telegram from Shanghai. Mr. Fawcett is expected to arrive here by the *Glengyle* on the 24th Aug., and will be sent on to Chefoo by the first opportunity, where the case against him has to be investigated. When the matter first came before H.M. Consul at Chefoo, the native authorities having failed to produce evidence to sustain the allegation that Mr. Fawcett had shot a Chinaman, Mr. Lay liberated him, and he was advised to place himself beyond the reach of Chinese vindictiveness, to do which he went to Japan.

We hear that the sentence of the Chehsien in the Yang Yehliu case has been confirmed, and that it now only remains to refer it to the Board of Punishments for approval, as is customary in grave cases. Our readers will remember the case as that of an actor who married the daughter of a Cantonese compradore. Cantonese society felt outraged; the unfortunate actor was tried, with fearful tortures, and ordered, after corporeal punishment, to be sent to his native province of Chihli. The case excited a great deal of controversy among the Chinese, the natives of the North sympathising with the victim of Cantonese influence. Under torture the unhappy man confessed to the crime with which he had been charged, that of abduction, though the legality of the marriage was apparent; but when he recovered he recanted, and underwent a process of bandying about from the lower to the higher Courts, with renewals of torture, which no doubt wore out his courage, so that he yielded at last to the persistency of his persecutors.

As the French mail steamer *Sindh* was proceeding down the river on the 16th August she collided with a small laden junk, which filled, and was afterwards drifted into the Soochow Creek, opposite to which the accident happened, where it sank. The junk had shortly before anchored direct in the fairway of the river, which carelessness caused the accident. No blame, we are informed, attaches to the steamer. The crew of the junk, who jumped overboard, were said to have been all saved, but the lowdah and others of their number state that there were more men on board, and that four of them were drowned. An eye-witness informs us that after the collision several of the junk's crew were seen struggling in the water, close to the steamer, but no effort was made to save their lives, not even a rope being thrown to them. Another eye-witness tells us, however, that the dangerous position into which the junk forced the steamer, regardless of repeated warnings from her whistle as she came down stream, was sufficient to warrant any amount of indifference to the fate of the Chinese crew. The *Sindh* had great difficulty in clearing the *Costa Rica* at the P.M.S. Wharf, and our informant thinks every one on board her must have been fully employed trying to extricate their own vessel.

On the 21st Aug. a cargo-boat crossing the river at ebb tide fouled the *D'Estrees*, French corvette, and capsized. The boat contained four persons, three men and a woman. The moment the accident was observed, a boat was lowered from the man-of-war, the crew of which succeeded in rescuing the woman, but the three men, a father and two sons, could not be found. Another accident has occurred at Hunt's Wharf, when a Chinaman, while in the act of unmooring a cargo-boat from the steamer *Chinkiang*, fell overboard and was drowned. It was dark at the time, and as there was a strong tide running no attempt was made to rescue the man. He was not seen after he fell into the water.

On the 19th August the Japanese corvette *Rio-jio-kan*, from Nagasaki, was observed to be outside the Red Buoy. The *Rio-jio-kan* is a wooden vessel, protected by a girdle of four-inch iron plates, three feet and a-half above and four feet under the water-line, and is not, therefore, an ironclad according to the ordinary application of the term. She is of 280-horse power, and carries twelve guns. The *Rio-jio-kan* brings his Excellency Okubo, the Japanese Special Envoy and Plenipotentiary to the Court of Peking. The *Sin Nanzing* was in readiness for his Excellency and suite, but instead of going North by her, the members of the embassy came on to Shanghai, and took up their quarters at the Aster House. Seven of their number left on the 21st August by the steamer *Appin*, for Tientsin; the Minister, with the remainder of his suite, left for Woosung on the 22nd, to embark in the *Rio-jio-kan* for the North.

The quickest outward passage of the present season, by other than a mail steamer, has been made by the *Glenfinlas*, a new vessel of 1,366 tons, belonging to Messrs. Macgregor, Gow, and Co., of London and Glasgow. She arrived at Woosung on the 19th August, at 5 P.M., having made the voyage from the Downs in forty-seven days eleven hours, or, deducting stoppages, in forty-one days thirteen hours' steaming. But the bar has lengthened her otherwise successful voyage, for she did not get over till the 20th, and then she ran upon the Pootung shore, and will have to be lightened considerably before she can come off.

General Le Gendre has arrived here from Amoy. We understand that General Le Gendre had a document read to him by the U.S. Marshal, the purport of which was that he was released, and that his case would not proceed to a trial. Americans seem to be mystified by the strangeness of the step from first to last, and the general impression is that it was at least premature.

On the 20th Aug., at the U.S. Consulate-General, the assessment of the arbitrators, Messrs. H. Viguier, Joseph Haas, and J. B. Boswell, in the case of the collision between the P. M. S. S. *Golden Age* and the junk *Nirh-jee Shun*, was read by Mr. Seward, Consul-General. The damage caused to both vessels by the collision has been equally apportioned between them, and the junk's share is reduced to a comparatively insignificant sum.

Amongst the cargo per *Costa Rica*, on her last trip from Japan, was a large Blakeley rifled gun, weighing about nine tone, with a quantity of shot and shell for the piece, the destination of which is said to be Foochow. The solid shot for the gun weigh each 200 lbs. On account of the want of a crane at the P. M. S. S. Wharf, much labour and expense was incurred in landing so heavy a piece of ordnance, a temporary one of considerable power and dimensions having to be erected.

Very severe weather has been felt on the coast of Formosa. A letter from Amoy, dated the 15th Aug., says:—"Bad news has just come to hand from Takow. A British barque, *Caroline Hutchins*, went ashore between Apes Hill and the entrance of the Harbour; all hands were lost. I have not heard the particulars, as the intelligence has been brought over by a junk, but, from what I do know, I think she must have dragged across the bar from the outside, where she had been at anchor, during the gale. The weather there has been very severe ever since the 13th."

A party of astronomers, consisting of M. Fleuriais, hydrographer to the French navy, M. Blariez, and M. Lapied, has arrived to take observations of the Transit of Venus in China.

A large junk, laden with poles, has been sunk in the river, below Collier's Dock. She appears to have had her stern cut clean away. How the mishap occurred has not transpired.

The Peking *Gazettes* swarm with accounts of the malversation, tyranny, and abuse of functions by the local magnates and people of influence.

FORMOSA.

The Japanese Expedition.

There is literally no news of the position of affairs in Formosa; a perfect calm prevails, and, judging from the aspect of matters, it is not in this instance likely to be the proverbial forerunner of a storm. The statement is made on good Chinese authority that the difficulty is to be, if it has not already been, referred to the arbitration of the Foreign Ministers at Peking, but probably nothing will be done till the arrival of the special Japanese Envoy, Okubo. A foreign emissary from the Japanese Government, under an assumed name, is said to have left Japan for Shanghai, to ascertain the strength of the Chinese navy, its armament, and the extent of its warlike resources. This fact, coupled with the purchase of steamers for transport service, is significant, and belies the assertion so continually put forward, as to there being no probability of war between the two countries.

A correspondent of the *China Mail* writes:—There is nothing new; everything is in *statu quo*, with the exception of the Chinese pushing ahead every preparation for a conflict. If China is forced to expel the Japanese by force, it is not at all improbable that she will follow up the movement by an invasion of Japan. The Emperor has, I hear, sanctioned the purchase of ten ironclads, and a foreign loan of $30,000,000 or $40,000,000 is mooted. This will probably receive the Imperial sanction too. As far as I can judge the Chinese navy seems to be very efficient, the armament some of the ships carry is very powerful; for instance, the corvette *Yang-woo* carries fourteen guns, most of which are seven tons in weight, throwing shells of 120 lbs. or 150 lbs., I don't recollect which. The guns of the other ships of war have been changed for more powerful ones, even a moderate-sized gunboat carries five sixty-two pounder Krupp guns, breech-loading, with two small brass guns; such is the armament of the *Chingyuen*, a vessel much smaller than the *Anlan* or the *Feiyuen*. The engines of most of the steamers are built below the water line. The steamers are mostly fast vessels, the *Yang-woo* can go about fourteen knots in ordinary weather with steam alone, while others can average between nine and ten knots. Of the two frigates built at Shanghai one is to be stationed here; she will arrive shortly.

The steamer *Hankow*, arrived at Shangai, reports having passed the *Aden*, *Leeyune*, and *Yungching*, and four other Chinese transports, all laden with troops embarked at Chinkiang, lying at anchor at the North Tree. The fleet is reported to have since passed Woosung, and will rendezvous at the Pescadores.

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HONG KONG.

Our advices by the present mail extend to the 29th August; the French mail from London July 17 was received on the 24th August. The *China Mail* gives the following account of the seizure of the *Spark* by pirates and murder of the captain and officers :—

A terrible tragedy occurred on the 22nd Aug. on board the steamer *Spark*, on its voyage from Canton to Macao. Chinese pirates who had embarked as passengers made an onslaught on the crew and passengers near Bocca Tigris, murdered the captain, mate, and purser, and wounded most dangerously the only European passenger and the whole crew. After the pirates had been in possession of the steamer for six hours a junk came over from the shore to take them and their booty. The Chinese engineers brought the steamer over to Macao, where it arrived on the 23rd Aug. Viscount Sam Januario immediately sent the gunboat *Camoens* to search the Canton river, and is taking all the necessary measures. It was owing to the fact of some of the firemen concealing themselves during the *melée* that they escaped slaughter and were able to get the vessel off shore, and take her to Macao when the pirates had departed. The agents of the Company on receiving the news despatched the *White Cloud* at once to Macao, and Mr. G. Heard, Captain Sands, Mr. Ray and an officer sent by Commodore Parish, to whom the intelligence was at once communicated, went with that vessel. The gunboat *Elk* also was despatched at once to render assistance. Sincere regret is felt for the loss of Captain Brady, who has been long in command of the steamer, and was well known andgenerally respected on the coast. The *Mail* gives the subjoined additional particulars :—

When the news of the outrage was brought to Macao, Capt. Carroll, Mr. Deacon, and the Governor's Secretary went off to the *Spark*, which was cruising about in a purposeless manner to and fro in the harbour. No rockets were fired or other signals made from the *Spark*. Besides the captain, mate, and purser killed, and Mr. Mundy dangerously wounded, two of the seamen are reported missing. The first attack was made at half-past noon yesterday off the Island of Lankit. The pirates were taken off by a Hakka boat at half-past six, having been in possession of the steamer six hours. Seven thousand dollars, in notes of the Hong Kong Banks and in silver, were taken from the purser. The incentive to the outrage is supposed to have arisen in a rumour to the effect that a gambling-house proprietor was going down to Macao from Canton in the *Spark* with $18,000 in his possession. This appears to have been a false report, but that the pirates had belief in its accuracy is borne out by the fact that they ransacked and rifled the luggage of all the passengers, whom they forced below and kept there, battening down the hatches. The pirates were more than twenty in number, and took passage at Canton. They got up a disturbance by fighting with sticks. The mate went down to part them, when the men assaulted him. He called the captain, who also went down. The pirates fired at Capt. Brady, one bullet striking him in the shoulder. He ran to the upper deck, got a revolver, and returned below. He then attempted to fire on the pirates, but his weapon repeatedly missed fire. The unfortunate captain was thus entirely at the mercy of his assailants, and a fierce onslaught was made upon him. One of the pirates stabbed him in the knee; another cut him on the wrist with a sword, others shot him, and some again speared him. There were thirty-two wounds upon his body when found. On the lower part of the back was a serious wound, which probably proved fatal, and having severed the spinal column must have at once disabled him.

Captain Carroll describes the scene on board the *Spark* as horrible. The decks were covered with blood. Brady was found in his cabin dead, lying on the floor with one arm raised in the air, his whole body a mass of wounds, and saturated with gore. Mr. Mundy was on the fore-deck, fearfully wounded and still insensible. Near him lay four dead sailors. Mr. Mundy was the only European passenger on board, and he offered a brave and determined resistance. He knocked down two of the pirates, and was engaged with the others, when he was stabbed twice in the breast. The weapons were evidently aimed at his heart, but fortunately did not reach there; the left lung is believed to be pierced, but Mr. Mundy is much better than might have been expected, and there are good hopes of his ultimate recovery. Had he been able to effect his purpose of joining the captain, a better account might have been given of the robbers. Nine persons altogether were killed in the affray, namely, the captain, the mate, the purser, one fireman, one Chinaman, and four passengers. The Chinaman was occupying the cabin of the compradore, and the pirates, no doubt, mistook him for that officer. It is impossible as yet to say who are the dead passengers; but it is thought they formed part of the gang of pirates. There were about 150 passengers on board in all. Both mate and purser also bravely resisted the attack, and did all that could be done; but they were, of course, soon overpowered. When very badly wounded, and seeing further resistance useless, they are said to have jumped overboard. One of the firemen was also killed, and it was owing to the fact of the others secreting themselves that the vessel ever reached Macao. Captain Carroll's opinion is that Brady must have been carried to his cabin and laid there. Out of twenty-two cases of silk on board only eight or ten pounds were taken; but, as among the property stolen from Mr. Mundy there were several English sovereigns, it is to be hoped that these and the lost notes may afford a clue to the discovery of the robbers.

The Canton and Macao Steam-boat Company have offered the sum of $2,000 for information which will lead to the apprehension of the pirates. The Governor of Macao took most careful measures, and did what seemed best under the circumstances. The passengers by the *Spark* were put on board the Police Hulk, and examined. Before leaving they were required to give their names, addresses, and occupations. Thus their attendance, if necessary, at any investigation is secured. The compradore, it should be stated, who received a wound during the attack, is amongst those who came to Macao. The body of poor Captain Brady—an old and valued servant of the company, and a man largely respected—was buried at Macao, Mr. H. Ebell reading the funeral service. Almost every European in the settlement followed the remains to the grave. The *Spark* has now been taken off the line; her place being supplied by the *White Cloud*. The *Camoens*, Portuguese gunboat, which had been sent up the Canton river to search for the pirates, has returned to Macao, her cruise having been so far unsuccessful.

The following items of intelligence are also from the *China Mail* :—

One of the most successful expeditions ever made in search of thieves has just been brought to a conclusion by Mr. Newitt, the acting superintendent of the Eastern Australasian and China Telegraph Company, who, thanks to the admirable way in which the Macao authorities aided his wishes, has succeeded in discovering the rascals who recently stole a portion of the cable. It appears that an informer came to Hong Kong, and calling on Mr. Newitt, stated that he could point out the junks which cut and stole the cable. Mr. Newitt accordingly went over to Macao and called upon the Governor, who promised him every assistance in the object of his visit. Arrangements were made (as the thieving junks had left Macao) to hire a junk that could be depended upon to go over at night to Typa and try and hook the cable, which, it was reported, the thieves had thrown overboard at that anchorage. This was accordingly done, the junk succeeding in hooking and getting inboard some fifty yards, together with remnants of gutta-percha and other material, evidently stripped off lengths of the cable preparatory to selling it as wire. The stolen cable was taken to Macao, where it was lodged in the Custom House for safety and secrecy, and preparations were made for the capture of the junks on board of which were the thieves. Two steamers left, having on board Mr. Mesnier, private secretary to the Governor, who accompanied Mr. Newitt. Two boats were lowered and manned with crews fully armed. The junk was lying close in shore, and the party, suddenly boarding her, seized and bound the whole crew before they had time to offer any resistance. There were seventeen prisoners in all, including the master, his wife and five children. They were tried and the sentences passed were as follows :—For the master and his wife, fifteen years' imprisonment, with hard labour; the sailor who first pleaded an alibi got four years' hard labour—the sentences in both cases to be carried out in Timor. The junk to be sold, and the proceeds handed over to the credit of the Telegraph Company, after deducting expenses. The rest of the prisoners were acquitted.

An outrage of a nature calculated to give rise to a question of much importance has been perpetrated by a Chinese mandarin junk at Lamma Island. This vessel, it appears, fired upon a fishing junk, and wounded three of its crew, who are now in the Civil Hospital; and as the shots were fired in British territory (Lamma lying within the boundaries of Hong Kong and its dependencies according to the latitude and longitude laid down in the charter of the Colony), it will become a question whether it will not be the duty of the Government to enforce satisfaction. The story told is that the mandarin junk came to the station and demanded a squeeze, on the ground that the fishermen ought to have a licence from Canton, and on the money being refused, went away and fired, as already stated. A curious question has been raised as to whether Lama Island belongs to the Colony, but we understand a reference has proved that there is no doubt of the fact. We learn that it is probable the subject will be brought forward at the Legislative Council.

The following account of the average amount of bank notes in circulation and specie in reserve in Hong Kong, during the month ending 31st July, 1874, is published in the *Gazette* :—

Banks	Average At.	Specie in Reserve.
Oriental Bank Corporation	$438,853	... $250,000
Chartered Mercantile Bank of India, London, and China	740,106	... 250,000
Chartered Bank of India, Australia, and China	451,795	... 175,000
Hong Kong and Shanghai Banking Corporation	1,088,516	... 500,000
Total ...	$2,719,270	... $1,175,000

The embellishments of St. John's Cathedral have received a very handsome addition. Lady Smale has presented the Cathedral with a set of beautiful altar rail cushions, embroidered in gold. All who have seen it are much pleased with the beauty of the work, and are delighted to find that the Church has so good a friend. The work was executed at Canton.

At the just concluded Criminal Session of the Supreme Court, two Chinese prisoners named Lum Aloi and Wong Asam, repectively charged with perjury, and liberated on bail, did not answer to their names. Their bails were accordingly escheated to the extent of $200 each.

A pyhthon similar to the large one recently seen at Kowloong, or that forwarded to the Zoological Gardens by Messrs. A. S. Watson and Co., has been captured by one of the police at

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Stanley. He proves rather an expensive guest, as he eats fowls etc., with alarming rapidity.

The Austrian war steamer *Archduke Friedrich*, from Singapore 2nd August, came into harbour on the 15th August, and saluted the British flag. The salute was returned from the *Princess Charlotte* and the saluting battery.

The Chinaman, Lee Lum Kwai, charged with extortion for threatening to procure the rendition of another Chinese to the native Government unless heavily feed, has been committed for trial at the Supreme Court.

An Ordinance embodying the scattered legislation regarding merchant shipping, and containing some important local regulations, is passing through the Legislative Council. The Council next meets on the 31st August.

A native "Ta Tsiu" festival, now in progress, has provoked strong remonstrances from the European population.

The following items of news are from the *Overland Trade Report*:—

Great complaints have been made with reference to the failure of the Chinese officials at Foochow to take any steps to prevent the robbery of the cargo of the steamer *Canton*, recently wrecked on Min Reef. Although the matter was at once represented to them by H.M. Consul, and there were two European-built gunboats in the port, they did nothing, and allowed the valuable cargo to become the prey of wreckers. A protest has been sent by the Foochow Chamber of Commerce to H.B.M. Consul, who has promised to represent the matter to the Chinese authorities. The latter are bound by treaty to adopt measures for the security of British vessels which may become stranded on the China coast, and it is clear that in the present instance, although they could easily have done so, they failed to take any steps whatever.

The ordinary half-yearly meeting of the Hong Kong and Whampoa Dock Company took place on the 24th August. The report showed a surplus of about $28,000, and left the question of dividend to be decided by the meeting. The Chairman said that the directors had not felt justified in recommending a dividend, as there were sundry amounts to be provided for, among others an old debt of $5,000, which had been taken over when the Union Company was purchased, which appeared as an asset to that company, and was an amount due by the Spanish Government as a guarantee for work, and which there was little chance of recovering. The report was adopted, and after some discussion it was agreed to be unadvisable to declare any dividend.

An extraordinary meeting of the shareholders in the China Fire Insurance Office was held on the 25th August, when a resolution confirming that passed on the 11th, for an alteration in the Articles of Association, to permit the investment of a portion of the funds in foreign securities was passed.

(FROM OUR OWN CORRESPONDENT.)

HONG KONG, AUGUST 29, 1874.

That the namby-pamby, subservient, kowtowing, and servile policy, *vis-a-vis* the Peking authorities, adopted and followed with but too faithful consistency by the representatives of the British Government in China, should have resulted in an almost complete erasure of the prestige painfully acquired by the sacrifice of men and money fourteen years ago is hardly surprising. To those who know the Chinese mind and its utter callousness to any sentiment but that of contempt on one hand and awe on the other, the pursuit of such a policy, the maintenance of such a prostrate attitude as Great Britain through her sinologic representatives has of late carried out and assumed, could only eventuate in a position of affairs which might be worse, and could hardly be better, than now exists in China. When our representative wanted to present his great nation's congratulations to the effete stripling who sits on the throne of China on the occasion of the potentate's marriage, he took, vicariously for the power he represents, a slap in the face; and now China concludes, from a process of reasoning peculiarly Chinese, that every part of the body she then insulted with impunity may be assaulted in its turn. The latest treaty with China provides that any Chinese subject who shall have taken refuge under British protection shall, upon proof of his having committed any offence against Chinese law, be delivered up to his own authorities. To us, who know how easy it is for any person in authority, not of the highest necessarily, to adduce proof of anything, such a stipulation seems absurd; but when we know that in delivering a Chinaman to be dealt with by the laws of his country, if he should happen to be obnoxious to any one in power, we are delivering him to the certainty of the most refined kinds of torture, it appears somewhat barbarous. But the concession of a right she should never have possessed — the admission of China to treaty rights at all—has another aspect, and one which affects our national dignity, which is of more importance far, as regards our relations with China, than our national reputation for humanity. The Chinese Government has a right to claim the rendition of any of its subjects who may have committed outrages even upon British nationals in Chinese territory or waters. A case in point occurred the other day, or only a few weeks ago. A Hong Kong junk was pirated in Chinese waters. The pirates were taken and brought to Hong Kong, where proof of their guilt was clearly established. A demand was made for them by the authorities at Canton. No proof was needed as to the *locale* of their outrage. The fact was clear, and was admitted that it was within Chinese jurisdiction, and accordingly the men were given over to their own countrymen for punishment. It is positively asserted, and I, who do not take things on mere report, believe it, that they were under Mandarin protection, and were discharged at once. Certainly no account of their punishment has been sent to Hong Kong. But let that pass.

Within the last fortnight a mandarin junk, probably one of those boats in the service of the Viceroy of Canton which are employed to collect the Customs revenue, and really blockade Hong Kong so effectually that not a junk can pass to or from that island without incurring the certainty of a squeeze, and running the risk of confiscation, fired upon a village on Lamma Island, a patch coming within the limits of the charter of Hong Kong, and wounded or killed several of the inhabitants. There is no news of the Mandarin junk being called to account; but an idea prevails here—incredulous as our people are becoming about the Home Government troubling itself about any of these things—that this is an outrage which will at least be inquired into. But the sombre aspect of trifles like these pales before the magnitude of the blackness of the last horror I have to report. Six days ago, last Saturday morning, the Hong Kong, Macao, and Canton steamer *Spark*, having on board her Captain Brady, a man well-known and much respected here, three Portuguese officers of the ship, and a crew of eight Chinese, left Canton as usual in the forenoon for Macao. Among other merchandise she carried one hundred and fifty Chinese, passengers apparently of the ordinary sort. One European gentleman, named Mundy, an *employe* of Messrs. Deacon and Co., unfortunately for himself, took his passage in the ill-fated vessel. Monsieur Dabry de Thiervant, the French Consul at Canton, had fully intended to go to Macao the same day in the same vessel. An unforeseen, apparently annoying, but really providential trifle prevented him from carrying into effect his intention. Before I go any further, I may as well mention, for the sake of those who may know Mr. Mundy at home, that he is alive, and, if not well, at least likely to recover soon from the effects of his voyage. He is the survivor of the catastrophe. Just at the moment when the steamer was leaving the Canton wharf, a man, attended by two coolies carrying a chest, hurried to the vessel and deposited the chest on board. By one of those supreme accidents which may be the result of human accuracy of calculation, or may be an arrangement of fate, inscrutable and disastrous, the chest so arrived on board that the Customs official on the wharf had neither time to search it nor to have it brought ashore, and so the vessel steamed away tranquilly to sea with a case full of arms, and a crowd of pirates able and willing to use them. For, among the not comparatively numerous and apparently unremarkable Chinese passengers, were no fewer than thirty of the Pearl River pirates. These had laid their plans with sufficient cunning. They commanded success if they did not deserve it. The Captain was so familiar with that latent danger incurred by every European who makes a passage on board a vessel with a crowd of Chinese passengers that the moment of active peril found him unprepared. At a preconcerted moment, soon after noon, when the *Spark* on her downward passage had passed the two daily up river steamers, one from Canton, the other from Macao, the pirates commenced a fictitious row on the middle deck. I should mention that our river boats here are built on the same principle as the American ones. The first and second classes are on the upper deck, the saloon being forward. The middle deck is devoted to the deck or third-class passengers. The mate, when he heard the riot increase in intensity, ran aft and went below, endeavouring, no doubt, to quell it in the usual summary way. The pirates quelled him, and continued their noise. The purser next went below, and was either forced overboard, or killed and thrown into the river. Captain Brady, who was in his cabin at the time—probably the two previous murders only occupied as many minutes—seized his revolver, and in his turn ran aft and went below. A pistol shot met him in the shoulder, and he was set upon by the ruffians. His revolver would not go off, but snapped repeatedly. He then had to fight his way to the upper deck, which he reached, with thirty-two wounds. It was then Mr. Mundy's turn. This gentleman, armed only with nature's weapons, saw the captain struggling to the deck, and went to his assistance. He knocked down at least two of the pirates with his fists, and then fell himself, overpowered by numbers. Before he became insensible he had strength enough left to take his rings off his fingers, the pirates giving him the alternative of doing so or having rings and fingers cut away together. The compradore of the steamer, a Chinaman, wisely left his cabin and mixed with the passengers, a precaution which saved his life, for a Chinese passenger who was close to his room was killed in mistake for him. Four others were also killed, but whether they were *bonâ-fide* passengers or some of the pirate band has not transpired. The engineer was also disposed of, but when or in what manner, owing to the confusion and the impossibility of getting an accurate account from the terrified Chinese passengers and crew, is unknown. Until past six in the evening the robbers remained in possession of their prize, when a Hakka junk came off from the shore and took them and their booty away. They secured at least $7,000 in silver and notes of the Hong Kong

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banks. This was the property of the company. What they got from the passengers, whose boxes they impartially rifled, is merely matter of conjecture. It is a curious fact that some $60 in a drawer in Capt. Brady's cabin should have escaped them. When they had fairly vacated the vessel, the Chinese crew and firemen, who had secreted themselves or mixed with the passengers, took charge of the vessel, and managed to arrive at Macao about midnight, where the *Spark* was boarded by Capt. Carroll, of the *Poyang*, the Governor's secretary, and one or two other gentlemen, who found a hideous scene of carnage. Life was found in Mr. Mundy, who was taken ashore and tended. Means were taken to secure the future appearance of all the passengers; a Portuguese gun-boat was at once despatched to search for the pirates, the news was sent to Hong Kong in a steam launch, and the authorities at Canton were at once communicated with. It is but doing justice to these latter to say that they have done their best to secure the apprehension of the pirates; but up to the time of the mail leaving (Saturday, 29th August, 10 A.M.) no capture is reported. I do not mean to say that the Chinese Mandarins, at least those in high places, are in any way responsible for or connected with this outrage; but I do say that it has arisen from the gradual death of the terror of the British name which the wholesome lessons of years gone by inspired in the Chinese mind. To me there is no more certain sign of the times, no more fatal index of our loss of moral weight in the balance of Chinese estimation, than this successful outrage, perpetrated in broad daylight upon a steam-vessel sailing under the protection of the British flag. If matters progress as they have done of late that flag will be no protection at all in these seas, but will serve to show who may be safely insulted by the officials, and robbed and murdered with impunity by the piratical populace of the Celestial Empire.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices from this port to the 5th September; no later mail from London had been received. The following summary of news is from the *Straits Times*:—

The meeting of the Tanjong Pagar Dock Company (Limited) was held at the company's office on the 25th August.

The report and accounts having been taken as read, it was moved—That the directors' report and accounts as now presented be passed. To this an amendment was proposed by Mr. Powell, seconded by Mr. Mansfield—That the directors' report and accounts as now presented be adopted, with the exception that the words "an *ad interim* dividend of 4 per cent." be expunged, and the words "a dividend at the rate of 10 per cent. per annum" be substituted. The amendment being put to the vote, resulted in a show of hands, for the amendment, ten, against it, ten. The Chairman gave his casting vote against the amendment. A poll was then demanded by five shareholders, and on votes being taken, 152 votes were recorded for the amendment, and 331 against it; the Chairman then declared the amendment as lost. It was then proposed by the Chairman, seconded by Mr. Suhl, "That an *ad interim* dividend at the rate of four per cent. for the half-year ending 30th June last be declared." On a show of hands, the Chairman declared the proposition carried. It was then proposed by Mr. Wood, seconded by Mr. Harper, "That it being considered desirable to construct a new Graving Dock, the directors be empowered to take such steps as may be necessary to ascertain the cost of such a work." A shareholder objected to the proposition, on the ground that there was no necessity for another dock. After discussion, the question being put to the vote, showed, for nine, against three. The chairman then declared the resolution carried. The meeting closed with a vote of thanks to the chairman and directors, for their exertions in the interests of the company.

The following intelligence from Atchin is extracted from the mail summary of the *Indier* of the 26th August:—Little news has been received from Atchin. There have been varying reports from all quarters, but the state of affairs is, generally speaking, not more unfavourable. Colonel Pel has stopped further operations for a short time. More States may gradually hoist our flag (there are some the submission of which was announced months ago which now openly acknowledge the Netherlands' supremacy), but so long as Great Atchin, Pedir, and Simpang Olim persist in their resistance, the state of affairs will remain as before. The Atchinese have, after an interval of a few days, begun again to fire upon us continually. The commander deems it necessary to capture some other well fortified positions in order to be secure, at least to a certain extent. The Batavia *Handesblad* of the 26th Aug. says that while some of the small Atchinese States are hoisting the Dutch flag, armed men are at the same time setting out from them to harass the Dutch at Kotta Rajah.

Allusion was recently made to disturbances in the Malay State of Salangore. Since then, it has transpired that the trouble arose through ill feeling between two Chinese factions near Sunghie Ujong,—a rich tin mining district,—which at one time threatened to culminate in a serious outbreak. This has, happily, been prevented through the influence of this Government, and an amicable settlement of the differences has been effected and the headmen bound over in heavy sureties to preserve the peace.

An inquiry has been instituted before the Executive Council into the condition of the public service, and the relation of the various office-bearers to their offices, as also for the investigation of any charges of maladministration that may be brought forward, and the meetings are open to the public. Three meetings have been held, but the inquiry is not yet sufficiently advanced to warrant public notice of its proceedings. So far, however, there appears to be no ground whatever to imagine that our public service is not as efficient and as incorrupt as we could wish it.

Notwithstanding many reductions in postage and the completion of postal conventions with neighbouring Governments, by which postage to those places is now chargeable only once on mail matter, instead of twice, as formerly, the cost of local postage is still heavy compared with other parts of the world, especially on newspapers and other printed matter. It is therefore gratifying to learn that our Postmaster-General, having reduced the postage on letters between the Settlements of the Colony by private steamers to two cents, is now endeavouring to obtain a reduction on newspaper postage to one cent within the Colony and to two cents to all places east of Suez,—a recommendation that, if carried out, will be heartily welcomed by all mercantile men, whose prices current and market reports now cost them a large sum monthly.

The Hadji Arshad gaming-house appeal case has again been brought before the Supreme Court and the judgment set aside, on the ground that the respondent—the Inspector General of Police,—had not been served with a notice of the hearing on appeal, as required by the Ordinance. This, however, does not affect the interpretation of the law as expounded by the Chief Justice in his decision on this case; but as the appellant could not bring up his appeal a second time, the only course open to him is to petition the Government for the remission of the fine imposed by the magistrate under a mistaken conceptiou of the law.

The vacancy in the Legislative Council caused by the death of Mr. Forbes Scott Brown, the unofficial member for Penang, has been filled by the appointment of Mr. Walter Scott, of the firm of Messrs. Brown and Co., of that Settlement, a most judicious selection, which has given great satisfaction. Among minor official changes to notice we may mention that Mr. A. W. Skinner, Inspector of Schools, Hospitals, and Prisons, has been appointed Acting Assistant Colonial Secretary, *vice* Mr. E. H. Watts, and that Mr. R. W. Hullett, Principal of the Raffles Institution, takes up Mr. Skinner's duties. Captain Walshe, police magistrate, goes home on six months' leave of absence.

The ball at the Government House, in commemoration of Her Majesty's birthday, came off as announced on the 3rd Sept., when the hospitality of Sir Andrew and Lady Clarke was extended to one of the largest gatherings of the residents ever assembled there, who were entertained right royally.

The Lodge of Good Templars formed here about a year ago has proved a successful institution, and numbers now about fifty members, who are rapidly drawing others into their order. The lodge gave a very successful entertainment, at which some two or three hundred persons were present. The programme consisted of songs, dialogues, and harangues bearing upon the objects of the order, and temperance refreshments were freely distributed during a half-hour intermission. We understand the lodge is now in a most flourishing condition.

The Rifle Competition between seven officers and non-commissioned officers of 1-10th Regiment and an equal number of the S. V. C., has been brought off at the Rifle Butts and proved one of the most exciting matches that has ever taken place here. During the last three or four rounds each corps lost and won alternately, and the match was so closely contested that the last shot was sufficient to give the championship to either side. Unfortunately for the S. V. C., they missed it, and 1-10th Regiment were declared the winners by three points.

A fatal accident has occurred on board the steamer *Bangkok* during her passage down from Bangkok. Two days after leaving port, one of the native firemen, by some unaccountable means, fell into the crank well and was crushed almost to a jelly by the crank. An alarm was given and the steam shut off immediately to stop the engine, but before it could be brought to a stand-still the body was fearfully mangled. It was then taken out, and after prayers by the Mahomedan crew, it was stitched up in canvas and committed to the deep.

A new dwelling house in course of erection on Mount Sophia, fell while the roof was being put on, burying six workmen in the ruins. One of them escaped with a few bruises, and was able to walk home, but the other five were more or less injured, and had to be sent to hospital, where, we learn, they are doing well. The accident was, no doubt, due to defective construction of the building.

A warder has been assaulted by two prisoners in the criminal prison. The offenders were tried before two visiting justices and flogged.

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Commercial Report.

(For dates see first page.)

IMPORTS.

NEWCHWANG.—Messrs. Bush Brothers state, that manufactures had been placed in considerable quantities at improved rates, and that the demand for heavy goods continued. Grey Shirtings, 8¼-lbs., were Tls. 1.74.; 10-lbs., Tls. 3.20 for Dragon and Lion chops; T-Cloths, 7-lbs., Tls. 1.46 to Tls. 1.49, Globe; 8-lbs. Eagle, Tls. 1.82; best 15-lbs. English Drills, Tls. 2.98; American, Tls. 3.60.

HANKOW.—The market had continued in the same dull state as previously noticed. Sales had been on the most moderate scale, prices showing little or no change.

SHANGHAI.—There had been but little change, the market generally having continued without animation, though transactions in the aggregate had been fairly large, considering the adverse advices lately received from the outports. Prices remained in most instances without alteration.

HONG KONG.—There was nothing in the Import market calling for any particular remark; values had undergone little or no change, and the sales reported showed rather less business in progress than during the previous fortnight. The Chinese were buying with great caution, and in some cases prices have been barely maintained.

BATAVIA.—The general position of the market for imports had undergone little change; business for this season of the year was unusually inactive. For some descriptions of Dutch staples there continued to be a fair demand owing to the lightness of stocks. The only arrival had been the steamer Prins van Oranje, and a good portion of her supplies of Madapollams and Calicoes had been placed for arrival at about previous currencies. English Grey and White Goods were in heavy stock and much neglected; Yarns also were dull of sale.

SINGAPORE.—The market for Grey Cotton staples has been dull and depressed. Most articles had slightly declined in price, and business had been limited.

PENANG.—No important change had taken place in the market during the fortnight—transactions had been exceedingly limited and quotations generally were unaltered.

EXPORTS.

TEA.

HANKOW.—Messrs. Drysdale, Ringer and Co.'s Report says:—Shortly after departure of our last, dated 4th Aug., the third crop Teas began to make their appearance, and the business of the fortnight has been entirely in this class. As usual, only a small portion of the Teas have been shown on this market, the bulk going direct to Shanghai. Our opening rates rre rather higher than those of last year, but we have a much lower exchange and cheaper freight in our favour, at the same time, we have been paying higher prices than Teamen can get in Shanghai. Settlements are:—5,611 chests, 9,492 half-chests, 200 boxes at 1s. 1d. to 1s. 4d. per lb.; 1,344 half-chests at 11¾d. to 1s. 0¾d. Among other settlements, several parcels of Oonfa have been bought at Tls. 16 to 20, and a few Shuntam-packed Teas at Tls. 14½ to 15, one very common lot being taken at Tls. 12¾ per picul. As regards the quality of the third crop, it is disappointing after what we had been led by Teamen, with their contiuual reports of favourable weather, to expect. It is barely up to the average in our opinion: some of the better parcels will compare with last year's but certainly are not better. Export keeps within bounds as compared with last year, although arrivals to date are a million in excess. As there will be a steamer for Shanghai in a day or two at Tls. 2 freight, most of the recent settlements are being kept back in order to secure the cheap rate, otherwise we would probably have had a larger export for this mail. Teamen seem to agree that the third crop is a large one or can be made so; if prices in Shanghai are remunerative, fresh orders will at once go up country to pack more Tea.

KIUKIANG.—Black Teas: 100 chops, amounting to 15,686 chests, had arrived during the fortnight, out of which four chops (700 chests) had been settled—Tls. 20.5.0 being the highest rate paid. Total arrivals, 157,946 chests. Green Teas: Total arrivals, 10,796 half-chests.

SHANGHAI.—*Black:* The amount of business transacted during the fortnight had again been very large, and, with the exception of the commoner Teas, which showed a slight decline, there had been but little change in values. The market closed with a good demand at current rates. A considerable portion of the settlements were being shipped by sailing vessel. Supplies had come forward freely, even for the time of year, and with the remunerative prices ruling for common Teas, the almost inexhaustible manufactories of Shuntaam and Hohow were likely for a time to be brought into full play. Settlements for the fortnight, 47,000 chests; re-shipments, 3,460 chests; stock, 32,000 packages. *Green:* A few chops of Tuckhing Moyunes had been shown, and had found buyers at prices Tls. 2 above last year's opening rates. In water and appearance they were much the same as first arrivals of last season. A large business had been done during the fortnight, considering the high range of prices, and the great discrepancy existing between cost here and home value. A decline of Tls. 1 to 2 from the extreme opening rates had been established. Pingsueys were meeting with some attention at about last quotations. The following were about the prices paid:—Country Tea, Tls. 33½ to 45½ per picul; Pingsuey, Tls. 17 to 40; Local-packed, Tls. 40. Settlements, 50,418 half-chests; reshipments 2,275 half-chests; stocks 61,340 half-chests.

FOOCHOW.—A quieter feeling had prevailed during the week, and settlements showed a considerable falling off. Congou: Settlements had been 11,800 chests, at Tls. 6½ to 23, and a few small lots of boxes t Tls. 24 to 26. Teamen had been more willing sellers of all grades and teas below medium showed a decline at about half a tael. Third crop teas were coming to hand; arrivals 24,700 chests. Souchong; Settlements 1,050 chests, at Tls. 14 to 34. Prices without alteration. Arrivals 3,000 chests. Oolong: Settlements 1,000 half-chests at Tls. 18½ to Tls. 21, being about previous rates. Arrivals 6,100 half-chests. Scented Teas had been in good demand at prices maintaining the decline noticed in the last issue—settlements amounting to 10,400 boxes at Tls. 19¼ to 26 for Orange Pekoe, and Tls. 19 to 23¼ for Capers. Arrivals 5,800 boxes. Flowery Pekoe: Settlements 140 chests at Tls. 38. Arrivals nil.

AMOY AND TAMSUI.—Some further purchases of Oolongs had been made, principally for shipment to New York by the steamer Bengal, though some of the best Teas were reported to be going *via* Southampton and by the Pacific Mail route. The prices paid had generally been $3 to $5 per picul over last season's opening figures. Oolong statistics were:—Arrivals, 129,864 half-chests; settlements, 23,021 half-chests; and stock, 106,843 half-chests. Advices from Tamsui are to the 18th instant, at which time prices were unchanged, except for lower grades, which were quoted somewhat cheaper. The total export to America of new Formosa Oolongs was about 1,000,000 lbs.

CANTON.—Messrs. Deacon and Co's Report says:—Quietness has characterised our Tea market during the interval since last mail. Home advices continue of the most discouraging nature, and Teamen do not offer much inducement to operators by making any concession in price, the value of raw leaf in the country being firmly maintained. *Congous:* No Settlements have been made here, but extensive contracts are reported in Macao at Tls. 14 to 19 per picul.—Scented Teas: Capers are unchanged in value, and the assortment of desirable quality is reduced to a small compass. Orange Pekoes have, in some instances, gone at prices the turn in favour of buyers but purchases have been very moderate. The fortnight's business is summarised as follows:—Scented Orange Pekoe, 2,500 boxes at Tls. 19 to 24 per picul. Scented Caper, 8,000 boxes at Tls. 17 to 24.

CARGOES OF TEA AFLOAT.

Sailing Date.	Name.	From	Cargo-lbs.
June 6	Ada	Hankow	988,129
„ 16	Cutty Sark	„	1,270,651
July 8	Lammermuir	Shanghai	1,340,857
„ 16	Dartmouth	„	1,241,848
„ 17	Sir Lancelot	„	1,149,957
„ 17	Thermopylae	„	1,315,825
„ 25	James Sheperd	„	1,135,833
Aug. 4	Red Riding Hood	„	900,551
„ 5	Lauderdale	„	930,783
„ 6	Glamis Castle (str.)	„	2,340,580
„ 8	Killarney (str.)	„	1,000,000
„ 9	Teheran (str.)	„	1,200,000
„ 15	Kaisow	„	1,138,185
„ 15	Norham Castle	„	1,010,045
„ 22	Lothair	„	1,300,000
„ 22	Leucadia	„	1,400,000
„ 23	Glenroy (str.)	„	2,000,000
Sept. 1	Wylo	„	1,300,000
„ 6	Mirzapore (str.)	„	2,000,000
July 26	Norman Court	Foochow	1,184,625
„ 28	Ascalon	„	1,234,843
Aug. 4	Forward Ho!	„	1,373,907
July 3	Deerhound	Canton	657,684
Aug. 1	Golden Spur	„	782,227
„ 14	Patroclus (str.)	„	1,710,711
„ 22	Faith	„	700,000
„ 29	Pekin (str.)	„	1,000,000

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.	4s. 2¼d.	4s. 2⅝d.	4s. 3d.
Shanghai „	5s. 9⅝d.	5s. 10d.	5s. 10¼d.
Canton „ / Hong Kong „ / Macao „	4s. 2d.	4s. 2¼d.	4s. 2⅝d.
Singapore „	4s. 2d.	4s. 2⅝d.	4s. 2½d.
Manila „	4s. 0d. to 4s. 0½d.	4s. 0½d. to 4s. 0¾d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 305	221½
„ Hong Kong	27¼ to 27¾ dis.	—
Bar silver	Tls. 111.2.0	9½ prem.
Mexican dollars	„ 73.2.0	⅝ prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 9½ per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 40 per cent. discount.
China Traders' Insurance Company, $650 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 12 per cent. premium
Hong Kong Fire Insurance Company, $327½ prem.
Union Insurance Society (new shares) $60 premium.
China and Japan Marine Insurance Company, Tls. 85 per share.
China Fire Insurance Company, $31 premium.
Victoria Fire Insurance Company, $21 premium
Indo-Chinese Sugar Company, 9½ per cent. dis.
Shanghai Steam Navigation Company, Tls. 87 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9d., at Hong Kong 4s. 2⅝d., at Batavia F.11.75, at Manila 4s. 0½d., at Singapore 4s. 2½d.

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SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company	Tls.500	Tls.500	Tls.205	4 p.c.
Shanghai Gas Company	100	100	144	12 p.c.
Shanghai S.N. Company	100	100	88	12 p.c.
S. Tug and Lighter Company	850	850	600	12 p.c.
French Gas Company	50	50	70	11 p.c.
Hong K. Fire Insurance Co.	$1,000	$200	$525	12 p.c.
North China Insurance Co.	Tls.1,000	Tls. 300	Tls.360	trien.
North China Steamer Company	100	100	4	
Union S.N. Company	100	100	63	12 p.c.
Yangtsze Ins. Association	500	500	660	15 p.c.
Union Insurance Society	$5,000	$1,000	nom.	trien.
China Traders Co. (Limited)	1,000	1,000	1,750	$250.p.sh
China and Japan Marine Ins. Co.	Tls. 500	Tls.100	Tls.85½	12 p.c.
Victoria Fire Insurance Co.	$500	$100	$120	12 p.c.
China Fire Insurance Co.	500	100	130½	12 p.c.
Hongkew Wharf Co.	Tls.100	Tls.100	Tls.117	12 p.c.

LATEST TELEGRAMS.

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THE TYPHOON AT HONG KONG.

Hong Kong, Oct. 3 (Post to Saigon).—The loss occasioned by the late typhoon in the neighbourhood of Hong Kong is estimated at £1,000,000. The shore for several miles is strewn with wrecks. In consequence of the typhoon, import business is at a standstill.

THE STRAITS SETTLEMENTS.

Singapore, Oct. 9.—H.M.S. *Charybdis*, *Hart*, *Avon*, and *Pluto* have returned here from an expedition to the East Coast. Sir Andrew Clarke, the Governor, has settled the threatened difficulties between Bandar and Pahang and the Maharajah of Lahore.

THE MAILS.

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Present Inward Mail.—Brindisi, Oct. 7.—The P. and O. steamer Sumatra, with the homeward India and China mails, arrived here to-day, and the mails were despatched for London this evening.

Heavy Portion of Present Inward Mail.—Port Said, Oct. 4.—The P. and O. steamer Pekin, with the India and China heavy mail, left at 4 p.m. to-day for Southampton.

Next Inward Mail.—Suez, Oct. 4.—The Messageries Maritimes steamer Anadyr, with the inward French mails from China and Japan, left here to-day for Port Said and Marseilles, at which latter port she may be expected on or about the 13th inst.

Heavy Portion of Last Inward P. and O. Mail.—Southampton, Oct. 6.—The P. and O. Company's steamship Teheran, with the heavy Indian, China, and Australian mails, arrived here to-day. She brings 70 passengers, specie to the value of £688,300, valuables to the amount of £6,800, also 23,400 packages of tea, 900 bales of silk valued at £100,000, and 52,500 packages of general cargo.

Inward Mail due November 2.—Galle, Oct. 6.—The Messageries Maritimes steamer Tigre, with the inward French mails from China and Japan, left here to-day for Aden.

Last Outward P. and O. Mail.—Suez, Oct. 9.—The P. and O. Company's steamer Bangalore left at 11 a.m., and the Australia at noon for Bombay and Calcutta respectively, with the outward India, China, and Australian mail of the 24th ult and 2nd inst.

Outward Mail of Sept. 11.—Galle, Oct. 5.—The Messageries Maritimes steamer Hoogly, from Marseilles Sept. 13, left here to-day for Singapore.

SHIPPING POSTSCRIPT.

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Arrivals Not in the Tables.—Oct. 8, off Deal, from Rangoon, Ardentinny; at Falmouth, from Akyab, Rosa Rocca, Theresa; 7, at Liverpool, from Zebu, Jane Sprott; at Glasgow, for Maulmain, Corlic; 8, at Queenstown, from Bassein, Tyrol; 3, at Bremerhaven, from Rangoon, Amicizia Savona; 4, Issac; 5, at Hamburg, from Rangoon, Zouave; 9, at London, from Nagasaki, Eastern Chief; 8, at Falmouth, from Bassein, Johan Lang; 3, at San Francisco, from Nicolajefsk, Evelina.

Departures.—Oct. 6, from Glasgow, for Batavia, County of Stirling; 7, from Shields, for Galle, Shield; 9, from London, for Yokohama and Hiogo, Evelyn; for Java, Sumatra (str.); for Colombo, &c., Bertha (str.); for Newcastle and Singapore, Assyrian; from Plymouth, for Singapore, China, &c., Crocus (str.); 8, from Cardiff, for Galle, Marie Josephina; for Yokohama, Thos. Hilyard; 7, from Penarth, for Singapore, Glenavon; 9, from Liverpool, for Singapore, China, &c., Achilles (str.).

Spoken.—Eastern Chief, Nagasaki to London, Sept. 19, 37 N., 39 W; Urania, Liverpool to Batavia, Sept. 11, 11 N., 26 W.; Las Vinnicombe, Manila to Falmouth, Sept. 22, 38 N., 38 W.

Casualties.—A telegram from Alexandria, Oct. 8, announces that the Nankin (str.), from London to Singapore, China, &c., broke her main shaft when 160 miles of this place, and was towed in here yesterday by the Emma David (Belgian str.). Lisbon, Oct. 7.—Rudder working order if ship towed home better send divers report damage besides broken keel none available. Securing propeller may prevent further injury. Shanghai, Oct. 7.—The Argonaut, from Swansea to Shanghai, experienced a heavy typhoon on Sept. 28, lat. 22 N., lon. 120 E., and was abandoned in a sinking condition; crew saved by a passing vessel and brought here.—Bremen, Sept. 30.—The Everhard (German barq.), Horstmann, from Hong Kong to New York, was totally lost during the typhoon at Hong Kong, on the 22nd Sept.; crew saved.

Miscellaneous.—At Port Said, Oct. 7, Glacus (str.), from Liverpool, for Singapore, China, &c.; Normanby (str.), from Glasgow for Singapore. The Committee of Lloyds will be glad of any information respecting the Soemling, Kannegieter, which is reported to have sailed from Batavia for Amsterdam on Feb. 23rd, and was spoken April 17th in lat. 33 S., 28 E.

Shipping Intelligence.

ARRIVALS.

At Shanghai.—From London, Aug. 19, Glenfinlas (str.); 20, Galley of Lorne (str.); from Liverpool, 21, Hector (str.); from London, &c., Oct. 6, Guinevere, Cawdor Castle (str.), Ulysses (str.), Conqueror.

At Hong Kong and Canton.—From Hamburg, Aug. 19, Dan.

At Singapore.—From London, Aug. 30, Paris; Sept. 5, Glenartney (str.); Oct. 7, Braemar Castle (str.); from Penarth, Aug. 31, Salatiga; from Cardiff, Sept. 4, Akbar; from Newcastle, 4, Meggie Dixon.

At Batavia.—From Liverpool, Aug. 28, Southern Cross; from Texel, 15, Oceaan; 16, Liberaal; 29, Vice Admiraal May; from Bordeaux, 21, Les Bons fils; from Genoa, 25, Nuova Abele; from Holland, 26, Prins Van Orange (str.); from Shields, 15, B.R.H.; from Newcastle, 19, Zuid Holland; from Boston, 18, Annie E. Elliott; from New York, 23, Susan A. Blaisdell; from Monte Video, 19, Antagonist; from Buenos Ayres, 28, County of Berwick.

At Penang.—From London, Aug. 24, Muriel (str.); 26, Paris (str.); from Liverpool, Sept. 1, Antenor (str.); from Hamburg, Aug. 24, Atalanta (str.).

DEPARTURES.

From Shanghai.—For London, Aug. 15, Patroclus (str.); 18, Norham Castle, Kaisow; 20, Lothair.

From Foochow.—None.

From Hong Kong and Canton.—For London, Aug. 27, Sing Tai; for Southampton, 15, Teheran; for New York, 26, Water Lily; for Buenos Ayres, 22, Crested Wave.

From Singapore.—For London, Aug. 22, Teheran (str.); 30, Patroclus (str.); 31, Tynedale; Sept. 1, H.W.M.; 5, Historian; for Boston, Aug. 25, Belle of Southesk; for New York, Sept. 2, Pleiades.

From Batavia.—For Channel, Aug. 23, Equator; for Holland, 21, Jason; 26, Stad Middleburg; for Boston, 16, Lepanto.

From Penang.—For London, Sept. 1, Verulam.

VESSELS LOADING.

At Shanghai.—For London, Borealis, Wylo, Glenroy (str.), Hector (str.), Leucadia; for New York, Killarney (str.), Galley of Lorne (str.), John R. Worcester.

At Foochow.—For London, Undine, Historian (str.), Eliza Shaw.

At Hong Kong and Canton.—For London, Beautiful Star, Melbrek; for New York, Rifleman, Everhard, Juan F. Pearson, San Juan, Omega.

At Singapore.—For London, Cameo, Alexandra; for Liverpool, Bertie, Aurora Australis; for Hamburg, Esperanza; for Boston, Escort; for New York, St. Bernhard.

FREIGHTS AND CHARTERS.

At Shanghai.—Rates for London are £3 per ton of 40ft. per steamer; £3 to £3 10s. per 50ft. sailing vessels.

At Foochow.—To London the rate for steamers is £3 per 40ft.; sailing vessels, £3 per 50ft.

At Hong Kong and Canton.—To London £2 17s. 6d.; and to New York, £2 17s. 6d. per ton of 50ft. and 40ft. respectively.

At Batavia.—To Channel £3 10s., to load sugar on the Coast. To United States £3 15s., to load at the Eastward. To Rotterdam, f. 57.50 sugar, f.60 coffee, f.52.50 tobacco, f.105 hides.

At Penang.—To London, bag sugar, £3 2s. 6d.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Aug. 12	Wijk aan Zee	Amsterdam	Samarang
„ —	Lady Louise	Cardiff	Shanghai
„ —	Mauritius	Greenock	Batavia
„ 13	Johanne	Manila	New York
„ —	Oceaan	Amsterdam	Batavia
„ —	Alblasserdam	—	Singapore
„ —	B. R. H.	Shields	Batavia
„ —	Cosmopolita	Glasgow	Ilo Ilo
„ 14	Anna	Cardiff	Singapore
„ —	Ferdinand Brum	Do.	Do.
„ —	Henry S. Sanford	Do.	Do.
„ —	Thermopyla	Shanghai	London
„ 15	Nicolo Tommasco	Singapore	Do.
„ —	Howden	Do.	Liverpool
„ —	Zuid Holland	Shields	Batavia
„ 16	Colibrij	Cardiff	Singapore
„ —	Annie E. Elliot	Boston	Batavia
„ —	Warden Law	New York	Singapore
„ —	Sir Harry Parker	London	Hong Kong
„ —	Queen of the South	Hong Kong	New York
„ —	Chattanooga	New York	Nagasaki
„ 17	Les Bons Fils	Bordeaux	Batavia
„ —	Antagonist	Montevideo	Order
„ —	Perthshire	Buenos Ayres	Do.
„ —	Mary Whitridge	New York	Shanghai
„ —	Whitehall	Ilo Ilo	England
„ 19	Salatiga	Cardiff	Singapore
„ —	Susan A. Blaisdeil	New York	Batavia
„ —	Conqueror	Cardiff	Order
„ —	Helena	Ilo Ilo	New York
„ 20	Waterloo	Amsterdam	Samarang
„ 23	Nuova Abele	Genoa	Batavia
„ —	Orient	Rotterdam	Singapore
„ 24	Equator	Batavia	Falmouth
„ —	Sea Star	Singapore	London

The Tinnevelly pearl fisheries this season have yielded over one lac of rupees. The pearls have been purchased by Chinamen from Hong Kong at high prices.

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, OCT. 12, 1874.

THE HONG KONG BANK MEETING.

The Chairman of the Hong Kong and Shanghai Bank certainly possesses the *suaviter in modo* in an eminent degree. In his address to the shareholders at Hong Kong on August 19, which we published in the *London and China Telegraph* of Oct. 5, he describes in the most agreeable manner all the ugly losses sustained by the bank. These losses came upon the directors from all quarters. The branches at Yokohama, Shanghai, Calcutta, and even London, all contribute their quota of bad debts. Headquarters seems to be spared from mention in the category, but if all accounts are true, the Hong Kong Establishment figures for a considerable sum on the wrong side, owing chiefly to exchange operations, but with Mr. Greig at his side, the Chairman seems to have spared him from any unpleasant remarks on his management of the bank's affairs. But more remarkable than the Chairman's ability to "make things pleasant" is the conduct of the shareholders. No questions asked—everything taken for granted—and no attempt to criticise any of the transactions by which such enormous losses were incurred, leading to no dividend and a heavy wipe off the reserve fund. The shareholders in England, however, are not so well satisfied at the altered condition and appearance of their property, and the loss of dividend is a serious matter to many who hold shares and rely on their dividends as part of their income, to be deprived of which is a serious inconvenience. It would have been more satisfactory if the meeting had discussed the report presented for their approval, which seems to have passed without any challenge whatever. What is to be understood by the vague allusion to the losses made by the London branch? The Chairman is reported to have said, "The most severe loss comes to us from London. Our "manager there had, on his own responsibility and without our knowledge or consent, made some considerable "transactions in bonds and securities outside of English "and Indian Government paper, and the result has been "a heavy loss. We have considered it advisable and best "in your interest to provide fully for this loss, though we "do not accept it on account of the Bank, and in the meantime we have asked for explanations."

This implies a grave dereliction of duty on the part of Mr. Vacher, the London Manager, and it is hardly fair to him to make such ambiguous statements. What, for example, are we to understand by "we do not accept it on account of the Bank." Does it imply that the transactions were entered into on Mr. Vacher's private account, and that the Bank look to him to make good the losses? It is to be hoped that Mr. Vacher will himself make some reply to these charges publicly made against him. The supineness of the Hong Kong shareholders in not questioning this matter at the meeting, is to be regretted by all who have the permanent interests of the Bank at heart. The supineness of the Directors in not taking vigorous action in respect to the serious losses incurred is astounding. The most flagrant dereliction and incompetency have been shown to exist in the staff of managers, and yet no one is dismissed or suspended. The Directors simply "ask for explanations," and we presume hesitate to take decided measures until further crushing losses shall have been sustained.

AUSTRALIA *VIA* SINGAPORE.

This line is one of considerable importance, forming not only a new link between the colonies and this country, but connecting as it does the large and closely allied markets of China, the Straits, and Australia, which have hitherto been without regular communication. The Company's fleet now consists of the *Singapore*, the *Somerset*, the *Brisbane*, the *Normanby*, and the *Bowen*, vessels of full power, and especially fitted for tropical countries. The first-class accommodation is all above the main deck, and forward of the engines, thus avoiding the heat and smell. Arrangements have been made, by which passengers from England may book through to Queensland and New South Wales by steamers of the Messageries Maritimes from Marseilles, and by the Glen, Castle, and China lines from London. The advantages which Queensland will derive from this line are very great. This colony, which is one of the most enterprising and prosperous in Australia, has concluded a postal contract with the Company, that has given great satisfaction in Brisbane, London letters being delivered there in fifty-one days. The resources of Queensland are being rapidly developed, and large districts in the north, which a few years ago were uninhabited, are now assuming the proportions of prosperous towns, separated only by gradually shortening distances between Brisbane and Somerset. The mineral productions are attracting considerable attention, rich gold fields are reported in the north, and it is evident that valuable and important results will arise from the connection of such a country with China, Java, and the Straits. The collapse of the line to San Francisco, and the probable abandonment of the occasional service of the Netherlands India Steam Company from Batavia, will leave this Company free to work the field thoroughly. Singapore is the Company's central depot, and the wisdom of this selection is manifest. It is within a few days' reach of Hong Kong, Manila, Java, Siam, &c., while India is close on the other side. Like most new companies dealing with chartered vessels, the Eastern and Australian Company have had difficulties in the first year which are not likely to occur when their own fleet is at work.

The Associated Chambers of Commerce, recently in session at Newcastle-on-Tyne, have been discussing the subject of the Western China route, and, in addition to passing a vote of thanks to Lord Salisbury for his action in the matter of the survey, a vote of thanks has been tendered to Captain Spryke. A similar course has been taken by the Liverpool Chamber of Commerce. The Chambers throughout the kingdom seem fully alive to the importance of the route, and they evidently look with satisfaction upon the prospect of a complete survey. Now that this question has attracted the attention of so eminent a section of the commercial community the Government will doubtless see the necessity of completing the survey at once.

The Right Rev. Bishop Burdon and Mrs. Burdon proceed to Hong Kong by the French mail of 23rd October. Mr. May accompanies the Bishop, to take charge of the school in connection with the College, which has for some time been closed. The Rev. J. H. Sedgwick proceeds to Foochow, and the Rev. H. Evington to Japan, as Missionaries of the Church Missionary Society.

Mr. Henry F. Holt, who resigned his post in the Consular Service last year, has been permitted to re-enter, and proceeds to Shanghai by the P. and O. mail from Southampton on the 22nd inst. Mr. Carroll leaves by the Messageries steamer on the 25th. Mr. Colborne Baber has obtained an extension of leave.

We are glad to inform our readers that the statements which have appeared to the effect that the Emperor of China had refused to receive the Belgian Minister, are incorrect. His Excellency was duly received, and presented his credentials in due form on the 20th August.

The Rev. W. H. Elton, M.A., assistant master in Highgate School, and late curate of Holy Trinity Church, Finchley, has been appointed to the incumbency of Dicoya, Ceylon.

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PRIVATE telegrams from Shanghai report that war has been actually declared between China and Japan, but a REUTER'S telegram from Yokohama states that nothing had transpired there confirmatory of the statement.

WE regret to record the death of Lady KENNEDY, wife of Sir ARTHUR KENNEDY, Governor of Hong Kong.

Correspondence.

THE HONG KONG AND SHANGHAI BANKING CORPORATION.

(To the Editor of the *London and China Telegraph.*)

SIR,—No one can read the report of the meeting of the shareholders of the above Corporation, and the speech of the Chairman, Mr. W. H. Forbes, without being very much impressed by the all but total silence on the part of the shareholders which prevailed, although there was so much requiring further explanation. The Chairman, referring to losses incurred, says, "The most severe comes to us from London," and yet no shareholder was tempted, or thought it worth while, to ask what was the amount of loss that had been incurred by the manager, notwithstanding that it is acknowledged by the Chairman that among the heavy losses experienced this is the most severe. But it appears to me that there was another most pertinent question which would occur to any one at the meeting, viz., What measures had been adopted towards the party who had occasioned so severe a loss in unauthorised transactions? It is true that the Chairman says, "We have asked for explanations." Now it appears to me that sufficient explanations had already been afforded to the shareholders to call for vigorous and immediate action. I refer to the words which fell from Mr. Forbes, viz., "The manager there (in London) had, on his own responsibility, and without our knowledge or consent, made some considerable transactions in bonds and securities outside of English and India Government paper, and the result has been a heavy loss."

One more remark, Sir, in conclusion. Mr. Morgan was quite right when he paid a high compliment to Mr. Pyke, and I quite agree with him when he said that Mr. Pyke was the best man on the board. If I am not very much mistaken, that gentleman has been the one to advocate the writing off of these heavy losses; and I doubt very much if, before he joined the board, losses were thus dealt with so soon as they might have been. But the question occurs to me, if the directors have told the worst in the report, why should Mr. Pyke resign his seat at the board, not only long before his contemplated departure from the colony, but, as the report of the meeting reads, in rather a "huffy" tone? To one not behind the scenes the idea may occur that, far as the directors have gone in writing off losses, they have not, in Mr. Pyke's opinion, gone far enough. The report altogether reads strangely to us at home. It has often been said in China, "Only pay a fair dividend and no questions will be asked." Here, however, is a case where not only is no dividend forthcoming, but half the reserved fund is absorbed, no change is announced in regard to the London management, and a highly esteemed director retires unnecessarily, and yet the report of the meeting closes with the following astounding sentence, "*None of the shareholders asked any questions.*" Verily this is carrying confidence in the direction somewhat to an extreme.—I am, &c., W.

London, 8th Oct., 1874.

(To the Editor of the *London and China Telegraph.*)

SIR,—We are now in possession of the full report of the half-yearly meeting of this institution. The telegram previously received as to the nature of the report had prepared us in a measure for what the Chairman termed "misfortunes"; but I imagine that few shareholders, on this side at any rate, anticipated such a string of disasters as has now been submitted to them. As usual with meetings in China, "none of the shareholders asked any questions," and the report and statement of accounts were "carried unanimously." While appreciating the proverbial *esprit de corps* that has been handed down by old China hands to their descendants in these matters, it is almost time to inquire whether this continued feeling of good fellowship is not, in the present instance, a little out of place. I confess I should have been inclined mildly to ask what guarantee, or rather what *hope*, can we have, at any rate under present management, that these "severe and totally unexpected losses" will not recur? Looking at previous reports, which assured the proprietary that the most ample provision had been made for all deficiencies in respect of old liabilities, it cannot but be appalling to men of business to find that the "severe," as distinguished from the "totally unexpected," losses arise from those old wounds which it was fondly hoped were healed, as stated. Is it not probable that they will still continue to drain the Bank's resources, and is it not also not impossible that the "totally unexpected" losses, which are confessedly not done with, may also reappear in the accounts for some time to come? Unless, indeed, some assurance is given that the past system of "tinkering" is discontinued, it can scarcely be otherwise, if one may judge from experience. But the most serious part as it seems to me of the Chairman's speech is the words:—"Gentlemen, you have no need to fear for the future of the Bank." I ask in astonishment "Why?" How is it possible that such a statement was not combated by the shareholders present? Does no one in China see the danger of having, at each branch of importance, managers who have, one and all, so signally failed in judgment? Why was speculation in exchange permitted to be carried on in *Shanghai* to such a huge extent, and why, if allowed, was the policy abandoned just at the very time when, if, as we believe, it had been further pursued, the desperate game that was being played might have resulted in a large "haul." Why are the shareholders saddled with another incubus in Hong Kong, viz., the Indo-Chinese Sugar Company? Have not the inheritance of the sugar refinery and the acquisition of the pier and godown premises convinced the manager there that sound judgment did not warrant the Bank in becoming in any way interested permanently in *this* interesting concern, which those who are not so sanguine as the directors think may be again unpleasantly prominent in the accounts? The present manager in *Yokohama* is, we are told, innocent of the mischief effected *there*; so it is unnecessary to remark on this branch, although I cannot help wondering to whose "calculations" the Bank is indebted for this year's speculations in "metallic currency."

The most astounding revelation, however, is that of the *London* loss incurred. Where, after hearing of *this*, can the shareholders look for safety, and what confidence can they retain in any future soundness or even apparent prosperity? Any new features on the right side of such an account as that before me must necessarily be regarded with interest and even scrutiny. A profit on its own insurances, it might be suggested, ought to have accrued to the Bank from its very commencement; not necessarily on its own underwriting, but in the heavy bonuses on *its own* business reaped by its managers (in addition to their handsome salaries) in virtue of their holding shares in local offices. This point I have heard referred to frequently lately. Considering that no posts are now so well paid in China as those of bank managers, I should, in conclusion, suggest that of all banks the Hong Kong and Shanghai Banking Corporation should ascertain that its managers are men whose services are worth their salary, and if not should replace them. It would be far better to wind the Bank up at once than again present to the public and the proprietors such a comedy of errors as this report to 30th June, 1874. By cool and energetic pruning, and a return to *bona fide* banking business, the Bank may, in time, again be in a healthy position, and one that will command confidence; but until these radical measures are adopted I would wish to warn your readers not to build too much on the Chairman's hope that "a fair, if not a handsome, dividend" is possible, as I fear it would not at any rate be *justifiable*.—I am, &c., &c., F.

London, 8th Oct., 1874.

CHINA AND JAPAN.

(To the Editor of the *London and China Telegraph.*)

SIR,—The immediate prospect of war between China and Japan cannot be regarded without grave apprehension. The direct effects on foreigners and on foreign trade may not be pleasant. Should Japan show the skill and vigour with which some credit her, she may harry the Chinese coast, blockading the ports. Japanese officers are eagerly buying up charts of the River Yangtsze, evidently with some sinister object in view. Should China conquer, as most people anticipate, from the fact of her greater resources, and the recent improvement in her armaments, then a revolution in Japan will be the first result, a revolution almost necessarily including many retrograde measures, and certainly containing few, if any, elements favourable to foreigners. The second result will be a great increase of Chinese bluster; and during the display of such bluster the irreconcilables of China may seize the opportunity for a raid on *all* foreigners, now that they have conquered the *foreign* Japanese. The third result will be a retrograde movement in China. A year ago, at the time of the notorious Audience, Japan led the van, and forced an entrance to the Emperor's presence. And in the opinion of very many the more complete opening of China was to be the effect of the vigorous and rapid advance of her dreaded neighbour, Japan. It was thought that China would yield points to a civilised Japanese which she would never concede to an *outer* barbarian; and that these barbarians might press in holding on to young Japan's coat-tails. But now, with Japan humbled, conquered, convulsed, with her people casting off in disgust foreign coats and hats, and shouting for old days of seclusion and enmity, who is to wake up China, and who is to arrest her darling tendency to stand still or step back?

In truth, the prospect before us is none of the brightest. One ground for hope lies in the bankrupt or at least impoverished state of the Exchequer, both of Japan and China. Some go-between of influence might yet prevent war; but no one speaks, and we await the result with mingled interest and anxiety.

There is a strange assault being made at the present time, especially in the Ningpo district, against both Buddhism and Taoism. In one instance a temple has been turned into a school; and, as the *North China Daily News* informs us, only

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last week the people were forbidden by proclamation from the magistrates to resort to the Taoist temples on the occasion of the birthday of the God of Thunder. This is but the freak of a thorough-going Confucian magistrate, but it is a curious phenomenon; the persecution of native religions and the toleration of Christianity. Meanwhile, headlong, reforming, Japan cannot make up her mind to grant full toleration to Christians. An interesting study surely is presented by these two now rival, and frowning, growling, Empires.—Yours obediently,

Shanghai, August 14, 1874. PROGRESS.

THE JAPANESE NAVY.

A letter in the *Cologne Gazette* from Tokio, dated the 10th of August, gives some interesting information relative to the Japanese navy. The correspondent says that when the expedition to Formosa was being got ready it was found that the American and English ships, which had been bought several years ago, were for the most part either defective or of obsolete construction, and that they were far from being so efficient as was believed. The naval officers, too, are imperfectly trained, and they soon become disconcerted in critical situations where rapid and sagacious action is required. The men are pretty well drilled, the Japanese being extraordinarily skilful in all mechanical work; but they are small and of slender build, and therefore soon get tired. Those who know the heavy guns which the marines have to work will easily understand that much depends in a naval action on the strength and endurance of the gunners. The strong and tough Chinese have a decided advantage over the Japanese in this respect. Indeed, the Chinese would be in no way inferior to the Japanese in a war between the two countries. The ships in the Chinese fleet are partly constructed entirely of iron, partly ironclad wooden vessels; their number, including the steam transports and gunboats, is a little over thirty, and they are all kept in good condition and in constant repair. Japan, on the other hand, has only fifteen ships of war, with a few transports and gunboats, which, however, are in such a rotten state that they could only be used for harbour duty, and could not venture out to sea. Of the two ironclads, one is the *Stonewall*, which served in the American civil war. It is now almost out of date, and would be hardly manageable in the violent south-western monsoons on the Formosan coast. The other, *Rioyokan*, is covered with a 3½-in. plate—useless against the heavy rifled Krupp guns with which the Chinese arm their frigates. Its capacity is 1,300 tons, it has an engine of 280-horse power, and it is armed with two 100-pounder Armstrongs and eight 64-pounder muzzle-loaders; its crew consists of 275 men. The ram *Adsumakan* has an engine of 500-horse power, and is armed with one 300-pounder and two 70-pounders, all muzzle-loaders. The corvette *Nitsinkan*, of 1,000 tons and 250-horse power, is armed with a 7-inch Armstrong and six 60-pounders; its crew consists of 145 men. The *Kagusakan* has a good engine of 300-horse power; it is armed with one 100-pounder, four 50-pounders, and one 20-pounder, and its crew consists of 130 men. The steam corvette *Malacca* (formerly English), of 1,400 tons and 300-horse power, is now called *Tukulakan*, and is being equipped as a training ship. The four gunboats, *Wunyokan*, *Mosikan*, *Hosholan*, and *Thaborkan*, are armed with from four to six heavy guns each, and have crews of from sixty to seventy men. The harbour training ship *Fusiyamakan*, the transport *Osaca Maru*, and a few others, might also be employed in case of need; but the older gunboats are useless for purposes of war, and could only serve as hospital and store ships. The English officers, mates, and sailors, who are in the pay of Japan as instructors, may train up some capable men here and there, but the correspondent thinks that the Japanese race is, as a whole, not suited for the production of first-rate seamen.

Naval and Military.

The Lapwing, double-screw gunboat, 3 guns, 774 (663) tons, 882 (160) horse power, which was commissioned last week to relieve the Thistle, on the China station, has made a satisfactory trial of her machinery. The following officers have been appointed to the Lapwing:—Commander, Sir William Wiseman, Bart.; Lieutenant, the Hon. Henry N. Shore; Sub-Lieutenants, F. E. Poulter and A. L. Murray (the latter for navigating and pilotage duties; Navigating-Sub-Lieutenant Walter Strugnell; Engineers, Robert Widdicombe and Thomas Jones; Surgeon, John W. Davis, M.D.; Assistant-Paymaster, Horace C. Barnard; Gunner (second class), James Henwood; Assistant-Engineer (second class), William J. Firks.

The following appointments to the China station have been made:—Navigating sub-lieutenant D. A. Richmond, to the Frolic, 4, gun-vessel; Staff-commander S. W. Brown, to the Princess Charlotte, 12, receiving-ship; Boatswain (second class) Joseph Tyler, to the Victor Emanuel.

The following officers, whose last period of service was on the China station, have received appointments as under:—Commander M. Hardy (in the Iron Duke from 1871 to 1873), to the President, drill-ship for the Naval Reserve at the West India Docks; Commander C. C. Rising (in the Midge from 1869 to 1873), to the Vanguard, coastguard ship at Kingstown; Commander S. S. Smith (in the Salamis in 1872), to the Rapid, screw sloop, Mediterranean; Lieutenant J. G. M. Field (in the Thalia from 1872 to 1873), to the Newcastle, detached squadron; Lieutenant J. H. Pelby (in the Zebra from 1872 to 1873), to the Euphrates, Indian troopship; Navigating-sub-lieutenant H. B. Newton (in the Rinaldo from 1873 to 1874), to the Fox, storeship, on particular service; Navigating-sub-lieutenant A. B. Scott (in the Teazer from 1872 to 1874), to the Swiftsure, 14, armour-plated ship, Mediterranean; Mr. George Ball, engineer (in the Opossum from 1872 to 1874), to the Asia, flagship of the Admiral-Superintendent at Portsmouth; Mr. Thomas Cape, engineer (in the Teazer from 1869 to 1873), to the Asia; Mr. John C. Oare, assistant-engineer (in the Adventure from 1871 to 1873), to the Endymion, coastguard ship in the River Humber; Mr. John Ashton, paymaster (in the Rinaldo from 1873 to 1874), to the Sappho, for Australia.

THE "Bessemer" steamer, which has been designed to obviate the inconveniences of the Channel passage by means of a swinging saloon, has been fitted, in addition to the ordinary boats, with two large rafts on the plan patented by Mr. H. Christie, of the P. and O. Company. Each of these rafts is 35ft. long, has 8ft. beam, and is 18in. deep, is constructed of sheet iron ⅛in. thick, and is composed of fifteen watertight compartments. Stanchions with ropes are fixed round the sides on swivels, so as to be available, either side of the raft being upwards. The rafts are rather long in proportion to their width; but it seems the situation in which they are placed would not admit of a greater beam. The rafts rest outside the bulwark on a stand, and are braced close to the ship's side, so that they could be dropped overboard instaneously by means of a trigger arrangement.

Commander Sir William Wiseman, who has commissioned the Lapwing, became an acting sub-lieutenant March 24, 1865, and obtained the rank of lieutenant March, 1867. As lieutenant he was appointed in 1867 to the Danæ, 6, Captain Sir Malcolm Macgregor, Bart., fitting at Portsmouth for the Cape of Good Hope, and commanded afterwards on the North America and West India stations by Captain William Graham. He left the Danæ in April, 1870, and in the following September was appointed to the Lord Warden, 18, Captain Thomas Brandreth, flagship in the Mediterranean of Vice-Admiral Sir Hastings R. Yelverton, K.C.B., from which ship he was advanced to the rank of commander. He served as inspecting officer of the Coast-guard Division at Hastings from October 6, 1873, until appointed to the Lapwing.

Colonel P. S. Lumsden, C.B., C.S.I., A.D.C. to the Queen, Bengal Staff Corps, has been appointed to act as adjutant-general of the army from Sept. 1, the date on which General Johnson resigned the post. Colonel Lumsden has seen considerable service in India. He also accompanied the expedition to China in 1860, and was present at the actions of Sinho and Tangchow, assault and capture of the Taku forts, and advance on Peking (mentioned in despatches, medal with two clasps, and brevet of major).

Brevet-Major H. Grattan, 35th Regiment, has been appointed aide-de-camp to the Hon. Sir A. H. Gordon, K.C.M.G., Governor and Commander-in-Chief at Mauritius. Major Grattan served with the Queen's Royals throughout the campaign of 1860 in North China, including the action of Sinho, capture of Tangchow, actions of the 18th and 21st September, and surrender of Peking (medal with two clasps).

Mr. H. G. Swainson, Lieutenant R.N., who for some years did good service for the Chinese at Foochow Arsenal—his last work having been organising and commanding the training ship Kien Wei—assumed his duties in charge of the Observatory and superintendent of chronometers at Portsmouth dockyard on the 1st inst.

The death of Surgeon-Major H. V. Bindon, M.D., formerly of the 1st battalion of the 25th Regiment, who joined the expeditionary force in the north of China in 1860, served during the operations against the Taeping rebels in the vicinity of Shanghai in 1862, and was present at the capture of Tsinpoo, Tsolin, and Najow, is announced.

Colonel G. F. Mann, C.B., of the Royal Engineers, who served in China during the war of 1857-58 and 1860, commanding the Royal Engineers at the capture of Canton, at the storming of the Taku Forts, and throughout the subsequent operations which ended in the surrender of Peking, has just retired on full pay.

The Admiralty have sanctioned the addition of "Cocoatina" to the medical comforts now supplied to Her Majesty's sea-going ships, in the proportion of ounce for every individual of the complement. Double this quantity will be allowed to ships proceeding to the West Coast of Africa, East India, and China stations.

The Daring, 4, composite sloop, has been commissioned at Chatham by Commander J. G. J. Hanmer, who served in the Pique, on the East India and China station, from May, 1858, till early in 1859, and in the Scout, on the same station, from 1859 till 1864.

Sub-Lieutenant Henry Stanley Clarke has been promoted to the rank of lieutenant, with seniority of 18th July, confirming a commission given by Vice-Admiral Shadwell, Commander-in-Chief in China, in the death vacancy of Lieutenant Charles Gardner.

Captain P. Colomb, of the Audacious, and Vice-Admiral Ryder's flag-captain, has brought under the notice of the Admiralty an improved candle and a new pattern lamp, for the lighting of the lower decks of our men-of-war.

PRINCE LOUIS NAPOLEON has made a public appearance as one of the competitors in a grand assault at arms, given at the Royal Military Academy at Woolwich, and in a fencing match with M. Conneau was the winner.

Lieutenant Edward England Richards, who served in the Imperieuse flagship on the East India and China station in 1859, has just died at Northampton, at the age of forty-two.

The draft of 140 officers and men from the 77th Regiment, for the reinforcement of the 45th Regiment in Ceylon, will be despatched *viâ* the Suez Canal in about three weeks.

Lieut. Joseph B. Ridout, of the 80th Regiment, now serving at Hong Kong, has been promoted to a company of the 90th. Lieut. Ridout entered the 80th in 1858.

Sub-Lieutenant Southwell G. T. Bourke (1871) will proceed in the Audacious for disposal on the China station.

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BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

CRUM-EWING On the 3rd Oct., at 20, Belhaven-terrace, Glasgow, the wife of H. E Crum-Ewing, jun., of a son.

KARBERG—On the 26th Aug., at Hong Kong, Mrs. Peter Karberg, of a son.

RAMSAY—On the 11th Aug., at Hankow, Mrs. H. F. Ramsay, of a daughter.

SATOW—On the 2nd Oct., at Upper Clapton, the wife of C. M. Satow, of a son.

STEVENSON—On the 9th Aug., at Santa Ana, Manila, the wife of Walter F. Stevenson, of a son.

WISHART—On the 23rd Aug., at Teluk Blangah, the wife of C. Wishart, of a daughter.

WORSLEY—On the 23rd Aug., at Fern Hill, Singapore, the wife of Francis Worsley, of a son.

MARRIAGES.

LLEWELLYN—HAMMACK.—On the 7th Oct., at Highgate, Arthur P. Llewellyn, eldest son of the late Thomas Llewellyn, of Shelton, Staffordshire, to Marie, eldest daughter of the late F. G. Hammack, of Coquimbo, South America.

PITCHER—CAMPBELL.—On the 30th Sept., at St. Giles's, Camberwell, James Pitcher, of the P. and O. Company's Service, to Mary Ann, widow of the late John S. Campbell.

POCOCK—JOHNSTON.—On the 6th Oct., at All Saints, Kensington park, by the Rev. F. A. Macdona, B.A., George Pullin Pocock, A.I.C.E., to Florence Caroline, youngest surviving daughter of the late T. H. Johnston, formerly of China and Bombay.

RIPPINGALL—CHAPMAN.—On the 7th Oct., at the Church of the Holy Trinity, Roehampton, by the Rev. Horace Chapman, M.A., assisted by the Rev. Robert Carrington, M.A., Florance S. T. Rippingall, 6th Dragoon Guards, and Langham, Norfolk, to Caroline Ella, daughter of D. Ward Chapman, and granddaughter of David Barclay Chapman, Roehampton.

ROBERTS—HANBURY.—On the 6th Oct., at All Saints', Finchley-road, St. John's-wood, Frederick James Roberts, of the Middle Temple, barrister-at-law, to Isabella, widow of J. Capel Hanbury.

DEATHS.

ANSON—On the 27th July, in Africa, while attached to Col. Gordon's Expedition, William Staveley Stewart, son of Admiral Anson, beloved by all who knew him, aged 21.

BAKE—On the 3rd Oct., at the residence of his sister, Mrs. John Branscombe, Kingsbridge House, Highbury New-park, Capt. Hugh Bake, of the Imperial Maritimes Customs, China, youngest son of the late Robert Bake, of Delabole, St. Teath, Cornwall, aged 49.

BIRLEY—On the 6th Oct., at Carr Hill, Kirkham, Lancashire, Thomas Langton Birley, aged 63.

BOONE—On the 11th Aug., at Hankow, Susie de Saussure, infant daughter of the Rev. Wm. J. Boone, aged five months.

DUFF—On the 21st Sept., at Mandalay, Burmah, Dr. Charles Murray Duff, Deputy Surgeon-General, Madras Army.

FAULKNER—On the 5th Oct., at The Philippines, near Sevenoaks, Joshua Wilson Faulkner, in his 92nd year.

FOWLIE—On the 7th Oct., at Stonehaven, N.B., John Coutts, only son of J. C. Fowlie, of Fairlawn, Coombe Wood, Surrey, aged 14 months.

KENNEDY—On the 3rd Oct., at Ryde, Georgina Mildred, wife of Sir Arthur Kennedy, C.B., K.C.M.G., Governor of Hong Kong.

KIRCHHOFF—On the 12th Aug., at Shanghai, Mr. and Mrs. Kirchhoff's infant daughter, aged five weeks.

LOVEDAY—On the 1st Oct., at Southampton, Albert Loveday, purser in the P. and O. Company's Service.

PEREIRA—On the 25th Sept., at Lisbon, Manuel, second son of Manuel Pereira, late of Macao, China. Friends please accept this intimation.

QUARRY—On the 30th July, at Peking, from the accidental discharge of a firearm, William Henry Quarry, constable in H.B.M. Legation Escort, Peking, aged 37 years.

WARDEN—On the 16th Aug., at Shanghai, Samuel Warden, native of Deptford, England, aged 43 years.

WATERS—On the 11th Aug., at Shanghai, Daniel W. Waters, aged 35, a native of Salem, Massachusetts.

WHITE—On the 5th Aug., at Ushigome, Tokio, Japan, Alice Kate, wife of W. J. White, aged 20 years.

WILLIAMS—On the 5th Aug., at Foochow, suddenly, of heart disease, Robert Pennington Williams, aged 39 years.

Monetary and Commercial.

Tenders for £500,000 in bills on India were received on the 7th inst. at the Bank of England. The amounts allotted were—To Calcutta, £330,000; Bombay, £163,000; and Madras, £7,000. Tenders on all Presidencies at 1s. 10d. will receive about 9 per cent.; above in full. These results show no change.

The report of the Eastern Extension Australasia and China Telegraph Company (Limited) has been issued. The total earnings for the half-year have amounted to £115,753, against £106,778 2s. 5d. for the corresponding period of last year; the working expenses to £24,404 4s. 3d.; defalcations at Shanghai to £3,182 12s. 7d.; and the repair and maintenance of the cables to £3,099 8s. 1d. Income-tax and interest on debentures have absorbed a further sum of £1,214 16s., leaving a balance of profit for the half-year of £83,851 19s. 1d. One interim dividend of 1½ per cent., amounting to £29,962 10s., has already been distributed, and another of similar amount is now declared, payable on the 15th of October, leaving the sum of £23,926 19s. 1d. to be carried forward to the next half-year. The debenture debt has been reduced by £3,200, leaving a balance of £9,900, which will be paid off as the bonds become due. The company's cables are at present in good order, and working satisfactorily.

The directors of the Globe Telegraph and Trust Company (Limited) have declared the following dividends, payable on the 17th inst., for the quarter ending the 18th inst.: 3s. per share on the Preference shares, and 3s. per share on the Ordinary shares, being in each case at the rate of 6 per cent. per annum.

The report of the Brazilian Submarine Telegraph Company (Limited), to be presented to the meeting on the 14th inst., states that notwithstanding interruptions on the lines south of Pernambuco, the total receipts from the opening of the line on the 23rd of June to the 25th of Sept. amounted to £24,471, showing a profit at the rate of nearly 6 per cent. per annum.

The directors of the Royal Mail Steam-packet Company recommend a distribution of £3 per share, including dividend and bonus, for the half-year ended the 30th of June last, free of income tax. The distribution at the corresponding period of last year was £4 5s. per share.

The directors of the National Bank of India have declared an ad interim dividend for the half-year ended 30th June last, at the rate of 5 per cent. per annum.

The Eastern Telegraph Company's traffic receipts for the month of September amounted to £28,208, against £33,162 for the corresponding period of last year. The traffic receipts of the Eastern Extension Australasia and China Company for the month amounted to £18,163, and to £19,128 for the corresponding period of 1873. The traffic receipts of the Great Northern Company for the month were this year, f.427,121 (£17,085); last year, f.334,781 (£13,390).

It is stated that the Suez Canal Company are giving much trouble to vessels by ignoring the new "Suez Canal Register," as issued by the Board of Trade on the principle recommended by the Constantinople Commission. They insist upon a remeasurement by their own engineers, and compel payment accordingly, thus entailing upon vessels much expense and loss of time.

Messrs. Sillar and Co.'s Tea Circular states that:—

About 150 half-chests of re-dried teas, which had been under water in the Thames, were publicly sold by auction in Mincing-lane on the 29th ultimo. The catalogue declared "The Kiln-dried Teas in this catalogue have been analysed by Wm. Sedgwick Saunders, M.D., Public Analyst for the City of London, and been pronounced fit for sale on this market," and the auctioneer stated that the Customs authorities were prepared to receive duty upon them as upon sound teas. What guarantee is there that they will not be sold in the country as sound teas? The *Gordon Castle* has arrived with a hundred tons of submerged teas on board; 1,400,000 lbs. are reported to have been sold at Lisbon for £500. At a shilling a pound (the price obtained for the above) these would realise no less a sum than £70,000. The temptation to cheat the public is therefore great.

With reference to the above extract, Messrs. W. J. and H. Thompson write as follows:—

"The 100 tons referred to have come in ballast—the lead of the chests intended only to be saved. The sale also to which Mr. Sillar refers was based upon the value of the lead, and there is not any chance of the tea being introduced for consumption. We are able to speak as to this, as a gentleman from our house was employed by the underwriters to inspect the cargo at Lisbon, and he condemned the whole as utterly spoiled."

The bullion per P. and O. steamer *Surat*, from Southampton, Thursday, was—in silver, to Penang, £11,000; to Singapore, £40,000; to Hong Kong, £14,063; to Shanghai, £1,600.

A little more activity in the market for Bar Silver caused a fractional advance of 1-16d. per oz., and the late arrivals of £77,850 from the Pacific, and £81,000 from New York, were placed at 57 11-16d. per oz. standard. The orders have now, however, been executed, and we do not think this price will be maintained. There have been no arrivals of Mexican Dollars.

THE BOARD OF TRADE RETURNS.

The Board of Trade Returns present rather more favourable features for the month of September, for, although the total value of our exportations in the month amounted to £21,463,876, against £22,274,225 in the corresponding month in 1873—a decline of £810,349, or 3½ per cent.—the diminution has been one of value rather than of quantity. For the nine months the figures stand—1872, £190,314,662; 1873, £193,675,520; and 1874, £180,940,908. In cotton piece goods, the value of which represents about 22 per cent. of the total exports for the month, the increase in quantity is 15¼ per cent., whereas the value has only increased 6½ per cent.; and alkali, which shows an advance of nearly 24 per cent. in quantity, has declined nearly 2 per cent. in value; but, perhaps, the most striking instance is in coals, which have risen from 1,134,893 tons to 1,399,954 tons or 23½ per cent., while the value has fallen from £1,168,441 to £1,114,401, or 4½ per cent. The imports amount to £31,142,994, against $30,203,600 in September, 1873, or an increase of 3 per cent. For the nine months the figures stand—1872, £262,295,678; 1873, £276,174,564; and 1874, £283,481,592. The exports of cotton yarn show an increase in quantity of 18¾ per cent., and in value of 2 per cent.; cotton piece goods an increase of 15 per cent. in quantity and 6¼ per cent. in value; linen yarn a decrease of 1 per cent. in quantity and 12 per cent. in value; linen piece goods a decrease of 12¾ per cent. in quantity and 7 per cent. in value; woollen yarn an increase of 4¾ per cent. in quantity and 7½ per cent. in value; woollen cloths an increase of 22 per cent. in quantity and 25 per cent. in value; worsted stuffs an increase of 6 per cent. in quantity and 5 per cent. in value; iron and steel a decrease of 16 per cent. in quantity and 23 per cent. in value.

The following is an extract from these Returns of the figures which refer to our Export trade with China and the Far East:—

COTTON YARN.

To		1872.	1873.	1874.
		For the Month ended 30th Sept.		
China and Hong Kong	lbs.	1,387,000	670,600	1,507,100
Japan	,,	1,810,200	435,730	432,800
Straits Settlements	,,	271,100	127,170	237,900
Ceylon	,,	3,000	28,000	25,800
		For the Nine Months ended 30th Sept.		
China and Hong Kong	lbs.	7,115,430	8,178,680	10,928,000
Japan	,,	10,712,160	6,017,150	4,398,700
Straits Settlements	,,	1,426,610	1,623,930	1,791,960
Ceylon	,,	86,250	161,100	306,100

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COTTON MANUFACTURES.

To		For the Month ended 30th Sept. 1872.	1873.	1874.
China and Hong Kong	yds.	35,332,000	24,304,500	31,300,700
Japan...	„	4,560,800	538,600	1,906,200
Philippine Islands ...	„	427,400	166,300	1,132,100
Java	„	3,881,600	1,069,600	4,808,700
Straits Settlements ...	„	7,535,900	7,125,450	8,132,000
Ceylon	„	1,937,300	4,331,000	2,368,100
		For the Nine Months ended 30th Sept.		
China and Hong Kong	yds.	317,713,100	273,018,700	310,542,240
Japan...	„	21,951,600	15,947,447	15,271,600
Philippine Islands ...	„	9,382,060	6,374,940	8,332,840
Java	„	19,094,800	13,856,350	28,941,300
Straits Settlements ...	„	737,24,000	65,357,250	88,336,620
Ceylon	„	24,130,400	26,882,600	28,262,900

WORSTED STUFFS.

To		For the Month ended 30th Sept. 1872.	1873.	1874.
China and Hong Kong	yds.	1,482,420	790,890	1,598,510
Japan...	„	216,510	26,210	209,230
		For the Nine Months ended 30th Sept.		
China and Hong Kong	yds.	11,825,400	12,573,460	9,848,550
Japan...	„	2,068,290	2,271,820	1,106,080

WOOLLEN AND WORSTED CLOTHS.

To		For the Month ended 30th Sept. 1872.	1873.	1874.
China and Hong Kong	yds.	194,680	126,120	83,180
Japan...	„	69,240	98,230	24,620
To		For the Nine Months ended 30th Sept.		
China and Hong Kong	yds.	1,525,413	1,678,260	699,370
Japan...	„	691,800	846,520	123,340

LEAD TO CHINA AND HONG KONG.

For the month ...	tons	274	324	80
For the nine months	„	6,969	2,479	6,667

BANK AND MISCELLANEOUS SHARES.

Shares.	——	Paid.	Closing Prices.
	JOINT-STOCK BANKS.		
£10	Agra...	All	8 to 8½
25	Bank of Egypt	All	46 to 48
20	Chartered of India, Aust., and China	All	14½ to 15½
25	Chartered Merc. of India and China ...	All	24½ to 25½
20	City	10	14¼ to 14¾
100	Colonial	30	59 to 61
500fr.	Comptoir D'Escompte de Paris	All	545 fr.
Th.200	Deutsche	All	Th.186
£28½	Hong Kong and Shanghai	All	25 to 28
50	Imperial	15	17 to 18
50	London and County	20	64½ to 65½
50	London Joint-Stock	15	49½ to 50½
100	London and Westminster	20	77 to 78
25	Oriental	All	46½ to 47½
50	Union of London	15	47 to 48
	TELEGRAPH COMPANIES.		
10	Eastern Extension Australia and China	All	8¼ to 8¾
10	Eastern Telegraph	All	8¾ to 8⅞
10	Great Northern	All	10¾ to 11¼
25	Indo-European	All	17½ to 18½
10	Mediterranean Extension	All	4 to 4½
12	Telegraph Construction Company .	All	30½ to 31
20	India-rub., Gutta-perc., & Teleg. Works	All	21 to 23
8	Reuter's	All	11½ to 12
	INSURANCE COMPANIES.		
20	British and Foreign Marine	4	
50	Commercial Union	5	4½ to 5
20	Globe Marine	4	1½ to 0½ dis.
50	Home and Colonial Marine	5	2½ to 2 dis.
10	Imperial Marine	3	
20	London and Provincial Marine... ...	2	1 to 1½ pm.
10	Merchants' Marine	2	1½ to 1 dis.
50	North British and Mercantile	6¼	28½ to 29½
25	Ocean Marine	5	4½ to 4¾ pm.
20	Thames and Mersey	2	3½ to 4 pm.
20	Thetis Marine	5	5½ to 4½ dis.
50	Union Marine, Liverpool	5	
20	Universal Marine...	5	4 to 5 pm.
	TEA COMPANIES.		
50	Assam	20	39 to 41
20	British Indian	All	7½ to 8
20	Darjeeling	All	17 to 19
10	Eastern Assam	All	3½ to 4
20	Jorehaut, Limited...	All	48 to 50
20	Do.	14	16 to 17 pm.
10	Lelong	All	12 to 13
10	Upper Assam	All	1½ to 2
	MISCELLANEOUS COMPANIES.		
20	Ceylon	All	13½ to 14½
20	Do.	10	4½ to 4 dis.
20	Do.	5	3 to 2½ dis.
50	Colonial	20	13 to 11 dis.
5	Credit Foncier of England	All	3 to 3½
10	General Credit and Discount	7½	1⅝ to 1½ pm.
21	Hong Kong Gas	All	— —
10	International Finance	5	1¾ to 1½ dis.
25	National Discount	5	10¾ to 11½
500fr.	Messageries Maritimes of France ...	All	587½ fr.
£50	P. and O. Steam	All	56 to 58
50	Do. Do. 1867	10	½ dis. to ¼ pm.
100	Royal Mail Steam...	60	78 to 82
402fr.	Suez Canal	—	421½ fr.
£98	Japan Loan, 9 per cent.	All	102 to 104
92½	Do. 7 per cent....	All	91 to 92

ARTICLES OF IMPORT.

The dulness lately noticeable in the Produce Markets has continued during the past week. Tea, Silk, and Coffee have been steady and fairly active, but business in other articles has been very limited in extent, and prices of several show a declining tendency.

TEA.

The Market has been very fairly supplied during the past week, chiefly with reddish leaf Congous out of new arrivals, and sales have been made to some extent at very steady prices, more particularly in the better kinds; common qualities, both of red and black leaf, have been quiet. The deliveries for the month have been very large, partly for export, but chiefly for home consumption. Green Teas no alteration, only a few showing. Public sales were held on the 1st, 2nd, 5th, and 6th inst., comprising 10,527 packages, 8,272 without reserve. On the 1st, 2,150 boxes Scented Caper sold from 1s. 0¾d. to 1s. 2d., being about previous rates. The next day's sale consisted of 2,000 packages of old season's Black-leaf, which were printed with reserve, prices ranging from 11¾d. to 1s. 2½d., but finding no buyers, were withdrawn. On the 5th, an invoice of Moyune Greens, ex Priam, obtained fair prices, No. 1 Gunpowder, 3s. to 3s. 0½d.; No. 1 Young Hyson, 2s. 9d. On the 6th, several parcels of Red-leaf of recent import sold from 10¾d. to 1s. 0½d.

Deliveries have been on a most extensive scale, and for the month reach close on 17,000,000 lbs., the total for the nine months of the year now being as follows:—

	1874. lbs.	1873. lbs.
Home Consumption for London from 1st January to 30th September ...	76,361,101	73,000,000
Exported from do. do.	23,561,570	24,230,000
Sent Coastwise do. do.	26,595,831	26,500,000
Total delivered ...	126,518,502	123,730,000

SILK.

There continues a good demand for China Silk, and considerable business is daily doing at gradually stiffening rates for Tsatlees, which are now 12s. 6d. to 15s. for ordinary No. 5 to Red Peacock. Taysaams are also about 6d. better during the week. Cantons are in rather more demand at 11s. for No. 4 Tsatlees; Japan Silk unchanged; deliveries are from 1st to 7th inst., China 878, Canton 117, Japan 229; total 1,224 bales.

COFFEE.—Ceylon, both Plantation and Native, has continued in active demand during the week, and a further advance of 1s. to 1s. 6d. per cwt. (making 4s. to 4s. 6d. during the past three weeks) has been established. Closing prices are: Plantation—triage and ordinary, 80s. to 100s. 6d.; small to low middling, 103s. to 110s. 6d.; middling to fine middling, 111s. to 116s.; peaberry, 123s. 6d. to 130s. 6d.; Native—small, 79s. 6d. to 85s.; fine ordinary, 87s. to 88s.; bold, 92s. 6d.; peaberry, 105s. to 106s. per cwt. No sales of Singapore or Manila are reported.

HEMP.—Of 1,100 bales Manila offered in public sale 600 bales sold, chiefly since the auction, at previous rates—viz., brown, £28 5s.; barely fair, £32 to £32 10s. per ton.

JAPAN WAX.—Small transactions effected at 58s. per cwt., showing no change.

MUSK.—Business done in Tonquin at 40s. to 45s. 6d.; second pile 16s. to 20s. Yunan, 34s. 6d. to 56s.; ground, 45s. to 45s. 6d. per oz.

PEPPER.—The market has been very quiet, and almost all offers have been withdrawn. The small business done establishes no change in quotations.

RICE.—Market inactive but steady; at public sale 5,600 bags Saigon sold at and since the auction, sound at 8s. 6d., damaged 7s. 6d. to 8s. Privately, 1,500 bags Ballam sold at 10s. 6d.; 2,000 bags white Bengal at 12s. 6d.; and several cargoes afloat, one of 1,700 tons Rangoon, at 9s. 6d., ex ship London; one of 1,800 tons Bassein, at 9s. 3d. open charter; three of Rangoon, at 9s. 11¼d. to 10s. 1½d., Liverpool quay terms; three of Bassein—two at 9s. 7½d., and one at a price not reported; one of Necransie at 9s. 3d., continental terms, one of 1,100 tons Rangoon, at 9s. 4½d., continental terms; and one of 600 tons Bassein, at 9s. 7½d., open charter.

SUGAR.—A less active demand has prevailed, and a slight reduction has occurred in prices. Very little business has been done in East Indian descriptions, the supplies at auction having been all bought in. Privately 4,000 bags Ilo Ilo Manila have been quitted at 19s. 3d. to 19s. per cwt.

SPICES.—*Cassia:* Of 330 cases Lignea 30 cases unwashed sold at 60s., and 50 boxes Buds at £6 to £6 2s. 6d.; 140 packages Vera bought in at 28s. and 56s. *Cinnamon:* Of 70 bales Ceylon one-half sold, first sort, 2s. 4d.; second ditto, 2s. to 2s. 1d.; third ditto, 1s. 7d.; fourth, 1s. 5d.; spurious, 4d. to 10d. *Cloves:* No business done. *Mace:* 47 packages sold at 1d. per lb. decline for common, and 1d. per lb. advance for the finer kinds; low and dark Penang, 1s. 8d. to 1s. 10d.; middling to fair, 3s. to 3s. 6d. *Nutmegs:* 140 packages chiefly sold at full prices; Penang, 66 to 63 nuts to the lb., at 4s. 2d. to 4s. 4d.; 74 to 72 ditto, 3s. 9d. to 3s. 10d.; 78 to 77 ditto, 3s. 6d. to 3s. 8d.; 114 to 110 ditto, 3s. 1d.; 118 ditto, 3s.; limed, 2s. 5s. to 2s. 9d.; defective, 1s. to 1s. 6d. Java, defective, 7d. to 9d.

SAGO.—No transactions reported.

TAPIOCA.—100 bags Singapore flake sold, damaged first-class, at 1⅞d.; 700 bags pearl chiefly sold at full prices, medium 23s. to 23s. 6d., bullets 21s. to 21s. 6d.; 100 bags flour bought in at 2½d. per lb.

TIN continues quiet. There is a steady demand for consumption, but no disposition to buy but for immediate needs. Quotations are as follows:—Straits on the spot, £91 to £91 10s.; afloat, £90; Banca, £99; Billiton, £94 per ton.

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ARTICLES OF EXPORT.

MANCHESTER GOODS.

The Market has continued to exhibit a firm tone, and a moderate amount of business was transacted at full rates up to the 6th inst., when a further improvement in the demand for the better qualities of both Yarns and Goods manifested itself, producers generally obtaining 1½d. advance on the lowest point touched, and in many instances are firmly asking 3d. per piece higher; but the latter has not been responded to, and the attitude assumed by sellers has tended to limit business. For the lower descriptions the enquiry continues very slack, and scarcely any improvement in values is noticeable.

QUOTATIONS.

(Free on board in Liverpoo'.)

Chop.	Width / Weight	39 in. 5 4	39 in. 6 0	39 in. 6 8	39 in. 7 0
Open	Ordinary	5s. 3¾d.	6s. 0 11-16d.	6s. 6¾d.	6s. 9¾d.
Tree	Good Ordinary	5s. 5¾d.	6s. 2 3-16d.	6s. 8¼d.	6s. 11¼d.
Pillar	Low Middling	5s. 6¾d.	6s. 3 11-16d.	6s. 9¾d.	7s. 0¾d.
Leaf	Middling	5s. 8¼d.	6s. 5 3-16d.	7s. 0¾d.	7s. 3¼d.
Pagoda	Good Middling	5s. 9¾d.	6s. 6 11-16d.	7s. 2¼d.	7s. 6¾d.
Stag	Good	6s. 0¼d.	6s. 9 11-16d.	7s. 3¼d.	7s. 8¼d.
Horse & Jockey	Very Good	6s. 2¼d.	7s. 0 11-16d.	7s. 6¾d.	7s. 11¼d.
Hand & Branch	Best	6s. 3¾d.	7s. 2 3-16d.	7s. 9¾d.	8s. 3¾d.

Chop.	Width / Weight	39 in. 7 8	39 in. 8 4	39 in. 9 0	39 in. 9 4
Open	Ordinary	8s. 3¾d.	8s. 0d.	10s. 4¼d.	10s. 8¾d.
Tree	Good Ordinary	8s. 5¼d.	8s. 2¼d.	10s. 8¾d.	10s. 11¾d.
Pillar	Low Middling	8s. 6¾d.	8s. 4d.	11s. 2¾d.	11s. 5¾d.
Leaf	Middling	8s. 8¼d.	8s. 8¼d.	11s. 5¾d.	11s. 8¾d.
Pagoda	Good Middling	8s. 9¾d.	9s. 1d.	11s. 7¼d.	11s. 10¼d.
Stag	Good	9s. 0¼d.	9s. 4d.	11s 8¾d.	11s. 11¾d.
Horse & Jockey	Very Good	9s. 2¼d.	9s. 7d.	11s. 10¾d.	12s. 1¾d.
Hand & Branch	Best	9s. 3¼d.	9s. 10d.	12s. [illegible]	12s. 4¼d.

Chop.	Width / Weight	44/45 in. 6 0	44/45 in. 7 0	44/45 8 0	44/45 in. 9 0
Open	Ordinary	—	7s. 2¼d.	8s. 3d.	9s. 4¼d.
Tree	Good Ordinary	6s. 3 11-16d.	7s. 3¾d.	8s. 4d.	9s. 5¾d.
Pillar	Low Middling	6s. 5 3-16d.	7s. 5¼d.	8s. 5¾d.	9s. 7¼d.
Leaf	Middling	6s. 6 11-16d.	7s. 6¾d.	8s. 7d.	9s. 10¼d.
Pagoda	Good Middling	6s. 9 11-16d.	7s. 9¾d.	8s. 10d.	10s. 1¼d.
Stag	Good	6s. 11 3 16d.	8s. 0¾d.	9s. 2¼d.	10s. 2¾d.
Horse & Jockey	Very Good	7s. 2 13-16d.	8s. 3¾d.	9s. 8¼d.	10s. 7¼d.
Hand & Branch	Best	7s. 5 3-16d.	8s. 9¾d.	10s. 1d.	11s. 1¼d.

	s. d.	s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop) ...	9 4½	—
Maddapollams ...	3 1½	—
Long Cloths ...	8 9	—
White Spot Shirtings ...	10 7½	—
„ Brocade ...	10 9	—
„ Damasks ...	18 11	—
Cotton Yarn (Water Twist), Nos. 16-24 China ...	0 11½ to	1 1½
„ do. Nos. 28-32 ...	1 0 to	1 2½
„ do. No. 38-42 (mock) ...	1 0½ to	1 2½
„ (Mule Twist), No. 40 ...	1 0¾ to	1 3
„ do. No. 30 ...	0 11 to	1 1

EXPORT OF WOOLLENS TO CHINA AND JAPAN.

The following is Messrs. Hayter and Hayter's Monthly Statement of the estimated Exports of Woollens shipped to China and Japan from London, Liverpool, and Southampton :—

—		Pieces Long Ells.	Pieces Camlets.	Pieces Lastings and Crape Lastings.	Pieces other Worsted and Union Stuffs.	Pieces Spanish Stripes.	Pieces other Woollens.
Shipped to this date during the present year ...	To Hg. Kg.	20,460	17,640	24,710	41,450	6,897	18,836
	„ Shanghai	44,900	46,890	16,580	190,315	27,140	16,300
	„ Japan ...	—	1,560	1,400	112,475	480	12,836
Total		65,360	66,090	42,690	344,240	34,517	47,981
Shipped to the same date last year.....	To Hg. Kg.	18,100	11,630	11,055	33,580	15,817	19,397
	„ Shanghai	39.480	44 290	14,100	293,017	43,248	30,432
	„ Japan ...	—	600	1,240	136,989	100	84,473
Total		57,580	56,520	26,395	463,586	59,165	134,302
Do. 1872	To Hg. Kg.	14,180	9,820	4,394	26,865	7,836	38,371
	„ Shanghai	45,900	35,340	9,790	257,417	28,774	32,071
	„ Japan ...	1,000	1,960	2,316	115,308	472	128,143
Total		61,080	47,120	16,500	399,590	37,082	198,585
Total shipped during the year 1873 ...	To Hg. Kg.	21,200	16,690	12,815	45,110	19,537	26,132
	„ Shanghai	48,140	59,330	18,140	354,972	53,980	33,688
	„ Japan ...	—	840	1,240	150,899	100	86,754
Total		69,340	76,860	32,195	550,981	73,617	146,574
Do. 1872	To Hg. Kg.	17,080	14,890	8,094	37,225	10,183	48,156
	„ Shanghai	60,760	47,570	16,010	335,383	41,848	40,029
	„ Japan ...	1,200	2,610	3,236	146,649	592	159,787
Total		79,040	65,070	27,340	519,257	52,623	247,972
Shipments of this year arrived out as per latest postal accnts	To Hg. Kg.	16,460	12,260	17,260	30,020	4,199	8,250
	„ Shanghai	24,900	26,060	9,220	107,665	16,871	9,773
	„ Japan ...	—	1,200	1,100	54,190	240	2,500
Total		41,360	39,520	27,580	191,875	21,310	20,523

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Oct. 1	Marchesino	Bonta	Rangoon	London
2	Osaka	Lowe	Hong Kong	Do.
Sep.29	Antoinette Ottone	Revello	Rangoon	Brouwershaven
30	Constance	Irvfordsen	Akyab	Flushing
30	Wave	Bugge	Do.	Antwerp
Oct. 2	Montgomeryshire (s.)	Reynolds	Foochow	London
2	Egerin (s.)	Entwisle	Foochow & Singapore	Do.
2	Agostina B.	—	Rangoon	Do.
2	Stefano G.	—	Do.	Liverpool
5	McDougall	Gould	Bassein	Do.
2	D. Malcolmson	Marrow	Do.	Texel
Sep.30	Nahor	Orkenovich	Rangoon	Brouwershaven
Oct. 1	Elisa Mathilde	Sanderson	Do.	Texel
3	Elizabeth Nicholson	Webster	Manila	Falmouth
3	Norge	Olsen	Akyab	Do.
3	Luigi Accame	Baggone	Rangoon	Do.
3	Falcon	Taylor	Do.	Do.
Sep.30	Aurora	Visser	Do.	Bremerhaven
Oct. 1	Marie	Va Kerkhoff	Batavia	Brouwershaven
2	Racine	Jacq	Akyab	Havre
Sep.11	Marmion	Boyd	Hong Kong	San Francisco
	Waltikka	Hartman	Manila	Do.
	Maitland	Reed	Do.	Do.
	Springfield	Dwight	Do.	New York
	Sumatra	Mullin	Do.	Do.
	Wm. Fruing	Pyne	Singapore	Do.
Oct 4	Dorothy	McLean	Osaka	London
4	Claudio	James	Rangoon	Falmouth
4	Gustaf Adolf	Anderson	Akyab	Do.
4	Kishon	Hewett	Batavia	Queenstown
8	Thos. Stephens	Richards	Maulmain	London
3	Antonio Henrica	Caroline	Samarang, for Amtrdm	Off Dover
5	Andrew Reid	Hill	Akyab	Falmouth
5	N. Boynton	Nicholls	Bangkok	Do.
5	Argo	—	Rangoon	Liverpool
5	Brilliant	McDonald	Singapore	Do.
7	Charlotte Ann	Crocker	Do.	London
6	Rollo	Way	Philippines	Do.
5	Ole Bull	Meyer	Rangoon	Helvoet
5	Cornelia	—	Batavia, for Rotterdm	Dungeness
6	Secundotre Fanciulle	Rollo	Rangoon	Falmouth
3	Dolen	Diedriechsen	Akyab	Bordeaux
	Pilgrim	Fowle	Manila	San Francisco
7	Savona	Peschetto	Bassein	Falmouth
5	Cassandra (s.)	Langer	China	Hamburg
8	Rover of the Seas	Petersen	Singapore	London

DEPARTURES.

Date.	Ship.	Captain.	For	From
Oct. 1	St. Andrews Castle	Malcolm	Singapore	London
Sep.29	Galatea (s.)	—	Do.	Cardiff
29	Mathilde	Daw	Yokohama	Cuxhaven
Oct. 2	Star of the South	Pomroy	Singapore	London
2	Crocus (s.)	Joy	Singapore and China	Do.
2	Ly-ee-Moon (s.)	Stevens	Singapore, China, &c.	Do.
1	Celestial Empire	Rae	Galle	Cardiff
1	Alpi	Sapeli	Singapore	Do.
1	Lady Cecilia	—	Galle	Newcastle
Sep.30	Stanley	—	Singapore	Sunderland
Oct. 2	Bessie H.	McManus	Batavia	Cardiff
Sep.30	Friedrich	Holer	River Amoor	Cronstadt
Oct. 2	Hadda	Lund	Do.	Do.
Aug29	Mary	Davis	Java	Buenos Ayre
Oct. 7	Miako	Cape	Hong Kong	London
5	Vanguard	Potter	Penang	Penarth
6	Astrida	McGregor	Galle	Liverpool
5	Fluellin	Livingston	Hong Kong	Sunderlan
6	Yrurac Bat (s.)	—	Manila	Liverpool
Aug. 1	Klio	—	Java	Santos

See Shipping Postscript and Correspondents' Letters.

VESSELS PASSED SUEZ CANAL.

Date	Steamer.	From	For
Oct. —	Scindia	London	Colombo, &c.
—	Jason	Java	Holland

LOADING.

At London.—Steamers via Suez Canal.—For Penang, Singapore, Hong Kong, Yokohama, Hiogo, and Nagasaki: Montgomeryshire. For Singapore, Yokohama, Hiogo, and Nagasaki: Calabar. For Singapore and Saigon: Gunga. For Singapore, Hong Kong, and Shanghai: Glenlyon. For Penang, Singapore, Hong Kong, and Shanghai: Hankow. For Colombo, &c.: Duke of Sutherland, El Dorado.

Sailing Vessels. — For Yokohama and Hiogo: Walton. For Yokohama: Annie Braginton. For Hiogo: Gaucho. For Shanghai: Belted Will. For Hong Kong: Eleanor, Ceylon, Osaka. For Chefoo, Tientsing, and Newchwang: Ousuri. For Foochow: Zoroya. For Penang: Gleam, Glenisla. For Singapore: Kingdom of Saxony. For Colombo: Lion, Seafield.

At Liverpool.—For Yokohama and Hiogo: Spirit of the Age. For Penang, Singapore, Hong Kong, and Shanghai: Sarpedon (str.), Menelaus (str.), Ajax (str.). For Galle: Gloamin, Staffa. For Singapore and Manila: Leon (str.). For Batavia and Sourabaya: Emma and Robert, Hawkhope. For Singapore: Cleopatra. For Sourabaya: Loochoe.

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At Glasgow.—For Singapore, Hong Kong, and Shanghai: Fleurs Castle (str.). For Singapore: Stanfield, Brisbane (str.).
At Greenock.—For Galle: Queen of the Lakes.

SPOKEN.

Blackwall (ship), Singapore to London, Sept. 6, 12 N., 26]W.
Celeno, London to Singapore, Sept. 9, 12 N., 25 W.
Endeavour, Philippines to New York, Aug. 31, 8 N., 46 W.
Urania, Liverpool to Batavia, Sept. 6, 14 N., 26 W.

FREIGHTS AND CHARTERS.

There is a fair amount of tonnage on the berth for Eastern ports, but there is not much business doing. Coal freights are unaltered since our last report.

Current Rates of Freight for Vessels on the Berth.

Per Steamers via Suez Canal.—To Yokohama: 60s. weight or meast. To Hiogo: 70s. weight or meast. To Nagasaki: 70s. weight or meast. To Shanghai: 50s. weight, 40s. meast. To Hong Kong-50s. weight, 40s. meast. To Singapore: 50s. weight, 40s. meast. To Pe: nang: 50s. weight, 40s. meast. To Colombo: 40s. weight, 40s. meast. To Foochow: 75s. weight, 70s. meast. To Batavia: 65s. meast. To Samarang: 70s. meast. To Sourabaya: 75s. meast.

Per Sailing Vessels.—To Yokohama: 40s. weight, 35s. meast. To Hiogo: 45s. weight or meast. To Shanghai: 35s. to 40s. weight, 30s. meast. To Hong Kong: 35s. weight, 25s. meast. To Singapore: 27s. 6d. weight, 25s. meast. To Colombo: 25s. weight or meast. To Batavia and Sourabaya: 30s. weight or meast. To Penang: 30s. weight or meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Singapore: £23. To Penang: £25, f.c. To Batavia and Sourabaya: 25s. to 26s. (per ton). To Galle: £20.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. To Hong Kong: 30s. To Shanghai: 35s. To Singapore: 23s. 6d. to 24s. To Galle: 21s. to 22s. To Batavia: 27s. 6d. To Amoy: 32s. 6d. To Sourabaya: 30s. To Manila: 28s. to 30s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Galle: 18s. To Singapore: 18s.

CASUALTIES.

Falmouth, Oct. 3.—The Oceano (str.), Brown, from Glasgow to Singapore, has put in here with damage to machinery; she, however, sailed again on the 7th for her destination.

Manila.—[Singapore, Oct. 7.]—The Scawfell (barque), hence to Zebu, has been towed into the latter place leaky, having stranded off Bohml (? Bohol); she may proceeed to Hong Kong.

Lisbon, Oct. 8.—The Glamis Castle (str.), from Hong Kong, to London, has arrived here, in tow of the John Bramall (str.), from Rotterdam to Batavia, with damage to keel near sternpost.

Another telegram:—"Glamis Castle (str.), towed in disabled by John Bramall (str.), keel broken between sternposts appears six inches; rudder difficult to move and up engines stopped. 6.30 P.M., Sunday, forty miles North Berlings, tried turn Hand not move; believe best plan get two powerful tugs tow ship London if can get steering gear to act, danger is if after sternpost gives way; bad weather."

Sunderland, Oct. 2.—A telegram from Hong Kong announces that the Malvern foundered in the typhoon; all hands lost.

Advices from St. Helena state that the Nederland and Orange, Phaff, from Saigon to Rotterdam, which put in there, 20th Aug., with damage, discharged about 300 tons cargo to get at the leak; it was then stopped, and some slight repairs were then effected, the discharged cargo was reshipped, and the vessel proceeded 9th Sept. The surveyors reported that, so far as could be seen, the cargo appeared to be in good order; 10th Sept.—The Tennyson, M'Kinlay, from Batavia to Queenstown, which put in there, 4th July, making water, has landed 3,924 baskets of sugar up to the present time. The services of a diver belonging to H.M.S. Barracouta, were obtained 27th Aug., for the purpose of discovering and stopping the leak. The diver examined her and reported a great amount of copper off just abaft the stern post, and many sheets off in other places. A survey was held 28th by two officers and a carpenter of the Barracouta and they recommend the following repairs to be effected, viz., the defective beams to be fished and an iron breasthoop to be introduced in addition to the one broken, the copper to be repaired as far as possible when the vessel is heeled over, the mizenmast to be fished and the caulking when slack to be made good. The surveyors declared that the vessel would then be fit to take two-thirds of her full cargo to England, where she would immediately go into dock.

The Batavia, from Australia to Java, with coal, was wrecked in Torres Straits.

The Crocus (str.), from London to China, &c., has put into Plymouth with machinery damaged.

MISCELLANEOUS.

At Port Said, Oct. 5.—Voorwarts, from Texel, for Batavia; Gleneam, from London, for Singapore, China, &c.

At Mauritius.—Julia Ann, Baker, and sailed, Aug. 21, for Bangkok; Susan E. Voorhis, Fulton, and sailed, 21, for Galle; Peveril of the Peak, Nichols, and sailed, 22, for Colombo; Belle Alliance, Howatt, and sailed, 22, for Sourabaya.

Off Ascension, Aug. 23.—P.C.R.M., from Sumatra, for London; T.K.N.L. (Eastern Chief), from Nagasaki, for London; 24, L.K.D.B. (barque), from Java, for Queenstown; 27, M.D.J.T. (Dorothy), from Japan, for London; Sept. 1, K.G.P.C. (Duke), from Singapore, for London.

At St. Helena, Sept. 5.—Vicenta Bilabaza, from Ilo Ilo, and sailed 7, for Cadiz; 11, Vier Gebroeders V der Zee, from Padang, and sailed for New York; 8, Min, from Singapore, for New York; 10, Ada, from Shanghai, for London.

At Algoa Bay, Aug. 25.—Vanadis, Carlstein, and sailed for Batavia.

LAUNCHES, &c.

A new steamer for the "Nederland" Company line between Holland and Java has been launched on the Clyde by Messrs. John Elder and Company. The vessel is an iron screw steamer of 3,000 tons gross, and of the following dimensions:—Length between perpendiculars, 365ft.; breadth, 37ft.; depth moulded, 27ft. 3in. As she left the ways she was named the Prins Hendrik. The engines, which will be supplied by the same firm, are upon their compound principle, and are 400-horse power nominal, with two cylinders, one 86in. diameter, and the other 50in., and stroke 3ft. 6in. The saloon and state rooms will be finished with the greatest elegance, and fitted up with a view to the comfort of those on board. This is the eighth vessel built by Messrs. Elder and Company for this company, and she has been constructed with remarkable speed, her keel having only been laid on the 31st of January last.

We hear that Messrs. Norris and Joyner purpose despatching a monthly line of steamers to Japan. The Calabar is now on the berth, and will be followed by the Montgomeryshire.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

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ESTATE AND GENERAL AGENT,
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P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

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Sir SAMUEL BAKER,

In his work on the Sources of the Nile, says:—

"I ordered my dragoman Mahomet to inform the "Faky that I was a doctor, and that I had the best "medicines at the service of the sick, with advice "gratis. In a short time I had many applicants, to "whom I served out a quantity of Holloway's Pills. "These are most useful to an explorer, as, possessing "unmistakable purgative properties, they create an "undeniable effect upon the patient, which satisfies "him of their value."

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The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

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OVERLAND ROUTE and SUEZ CANAL.—Under contract for the conveyance of the Mails to the Mediterranean, India, China, Japan, and Australia. The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, from Venice every Friday, and from Brindisi, with the Overland Mails, every Monday.

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OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
Thibet ...	3,593	400	Oct. 13	Bombay (extra steamer.)
Cathay ...	2,982	450	Oct. 15	Mediterranean, Aden, Bombay.
*Peshawur	3,781	600	Oct. 22	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China-Japan, and Australia.
Malwa ...	2,933	450	Oct. 29	Mediterranean, Aden, Bombay.
*Khedive...	3,742	600	Nov. 5	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Tanjore...	2,245	400	Nov. 12	Mediterranean, Aden, Bombay.
*Pekin.....	3,777	600	Nov. 19	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Indus ...	3,478	500	Nov. 26	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenlyon	100 A1	2,119	275	Oct. 12
Glenroy	100 A1	2,121	250	To follow
Glengyle	100 A1	1,676	200	To follow
Glenfinlas	100 A1	2,120	330	To follow
Glenartney	100 A1	2,106	330	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glencarn	100 A1	2,120	330	To follow
Glencagles	100 A1	2,120	330	New boat

For terms of Freight and Passage apply to McGregor, Gow, and Co., No. 1, East India-avenue, London.

YOKOHAMA and HIOGO.—The favourite clipper WALTON, A1 10 years, South West India Dock, with quick despatch. The "Ada," A1 17 years, to follow. Robertson and Co., No. 5, Newman's-court, Cornhill, E.C., London.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Sindh ...	Oct. 25	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Anadyr ...	Nov. 8		
Provence ...	Nov. 22		
Tigre ...	Dec. 6		
Amazone ...	Dec. 20		

The Steamers of the 25th Oct., 22nd Nov, and 20th Dec., connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 11th Oct., 8th Nov., and 6th Dec. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
" Constantinople ... ... " Saturday, 5 P.M.
" Algiers ... ... " " "

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. Fletcher and Co., Liverpool; or to Smith and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

SHAW, MAXTON, and CO. will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Shanghai ...	Belted Will	A1 14 yr.	812	S.W.I.	With des
Foochow.....	Zoroya.....	A1 13 yr.	383	St.Kth	With des

For Freight or Passage apply to Shaw, Maxton, and Co., 2, Royal Exchange-buildings, London, E.C.

CASTLE LINE OF STEAM PACKETS FROM LONDON FOR SINGAPORE HONG KONG, AND SHANGHAI.—The magnificent, new, Clyde-built steamship GLAMIS CASTLE, 2,380 tons, 100 A 1, 300-horse power, nominal, W. HOLMES, Commander; will load in the South West India Dock. The attention of shippers and passengers is directed to this splendid steamer. She has excellent accommodation for cabin passengers.

For Freight or Passage apply to Thomas Skinner and Co., 5, East India-avenue, Leadenhall-street, E.C.

Steam via the Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, YOKOHAMA, HIOGO, and NAGASAKI, with liberty to call at Falmouth to embark passengers. Taking cargo for transhipment to Java, Australia, &c., at through rates at shippers' risk. Last shipping day, October 30. The splendid new Clyde-built full-powered screw steamer MONTGOMERYSHIRE, 100 A1, 1,750 tons gross register; 1,150 tons net register; 200-horse power nominal; J. REYNOLDS, Commander; East India Docks. This magnificent steamer, built especially for the China trade, has elegant and spacious accommodation for saloon passengers replete with every comfort.

For Freight or Passage apply to the owners, D. J. Jenkins and Co., 17, Lime-street, E.C.; or to Norris and Joyner, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

THE CHINA LINE OF STEAMERS via SUEZ CANAL, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates at shippers' risk; last shipping day, 16th October; the magnificent new full-powered screw steamer HANKOW, 100 A1, 2,332 tons register, 450-horse power nominal; W. SYMINGTON, Commander; South West India Docks. This splendid steamer, built especially for the China trade by Messrs. C. Mitchell and Co., Walker-on-Tyne, is expected to prove herself the fastest steamship in the trade. Has elegant accommodation for first-class passengers, replete with every comfort. Will carry a surgeon and stewardess if necessary.

For Freight or Passage apply to the Owners, Watts, Milburn, and Co., 85, Gracechurch-street; or to Norris and Joyner, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

Steam via the Suez Canal.

TO SINGAPORE, YOKOHAMA, HIOGO, AND NAGASAKI, with liberty to call at Hong Kong, last shipping day, 15th October; the favourite full-powered screw steamer CALABAR, 20 years in Liverpool book; 1,300 tons gross, 800 nett register; 380-horse power nominal, 1,900 effective; R. W. HUTCHISON, Commander; East India Docks. This magnificent steamer having been built for mail service has unusually spacious and well ventilated accommodation for saloon passengers.

For freight or passage apply to J. and R. Grant, 1, Leadenhall-street, E.C.; or to Norris and Joyner, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

CHINA.

THE following SPLENDID First-class CLIPPERS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Eleanor	A1 13 yr.	S.W.I.D.	To follow
Hong Kong	Osaka	A1 17 yr.	E.I.D.	To follow

Apply to Killick, Martin, and Co., 10, George-yard, Lombard-street, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail.
Glenlyon, s.s. ...	2,119	McGregor, Gow, & Co.	Oct. 12
Hankow, s.s.... ...	2,332	Norris & Joyner...	Oct. 16
Glamis Castle, s.s. ...	2,380	Thos. Skinner & Co.	Oct. 15
Calabar, s.s.... ...	1,300	Norris & Joyner...	Oct. 15
LIVERPOOL.			
Menclaus, s.s. ...	1,519	Alfred Holt ...	Oct. 20
Sarpedon, s.s. ...	1,519	" ...	Oct. 20
Ajax, s.s.	1,540	" ...	—
GLASGOW.			
Brisbane, s.s. ...	1,500	T. Skinner & Co.	Oct. 17

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. Mactaggart, Tidman, and Co., 34, Leadenhall-street, E.C.

Printed for the Proprietors by Woodfall and Kinder Milford-lane, Strand, W.C., and published by James West, at the Office of the "London and China Telegraph," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Oct. 12, 1874.

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 581.] LONDON, WEDNESDAY, OCT. 14, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Oct. 14.
JAPAN—Yokohama	July 10	Aug. 20	Aug. 26
Yedo			
Osaka and Hiogo	June 26	„ 16	„ 20
Hakodadi			
Nagasaki	—	—	„ 27
CHINA—Peking	—	—	„ 18
Tien-tsin	—	—	„ 23
Chefoo	—	—	„ 20
New-chwang	—	—	„ 13
Hankow	—	—	„ 25
Kiu-kiang	—	—	„ 26
Chin-kiang			
Shanghai	July 10	„ 17	„ 30
Ningpo	—	—	„ 27
Foochow	„ 17	„ 28	„ 30
Formosa	—	—	„ 20
Amoy	—	—	Sept. 2
Swatow	—	—	„ 2
Hong Kong	„ 24	„ 30	„ 5
Canton	—	—	„ 3
Macao	—	—	„ 4
PHILIPPINES—			
Manila	„ 17	„ 23	Aug. 30
COCHIN-CHINA			
Saigon	„ 31	Sept. 1	Sept. 10
SIAM — Bangkok	„ 24	Aug. 27	„ 4
BORNEO—			
Labuan	—	—	Aug. 25
Sarawak	—	—	Sept. 1
JAVA — Batavia	Aug. 7	Sept. 9	„ 10
Samarang	—	—	„ 4
Sourabaya	—	—	„ 6
MALACCA STRAITS—			
Singapore	„ 7	„ 6	„ 12
Penang	„ 7	„ 4	„ 7
CEYLON—			
Galle	„ 28	„ 21	„ 22
Colombo	„ 21	„ 12	„ 20

THE MAILS, &c.

The French mail, with the advices dated as above, was delivered, *via* Marseilles, this morning, five days in advance of its due date. The next inward (P. and O.) mail, bringing advices Yokohama 2nd, Shanghai 6th, Hong Kong 12th, Singapore 20th Sept., which is due, *via* Brindisi, on Monday, the 26th inst., left Galle on its due date, the 1st inst.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Anadyr*, arrived Oct. 12.—From Yokohama: None. From Shanghai: Mr. Donaldson, Mr. Goldspink, Mr. and Mrs. Blake, Mr. and Mrs. Rudland, Mr. and Mrs. Taylor. From Hong Kong: Messrs. Galdeira, Bouchard, Bordiman, Closmaden, Bormand, Mr. and Mrs. Miranda, Mr. and Mrs. Olano. From Saigon: Mdme. Des Grois. From Batavia: None. From Singapore: Messrs. Alexander, Pessador, Hagedorn, Mr. and Mrs. Volz, Mr., Mrs., and Miss Walsh, Mr. and Mrs. Kuhmil, Mr. and Mrs. Koof, Mr. and Mrs. Bool.

PASSENGERS OUTWARD.

Per French steamer *Meikong*, Oct. 11.—To Yokohama: Mr. Covil, Mr. R. Tome. To Shanghai: Mr. Harwood, Mrs. Seward, Mr. and Mrs. Lynes, Mr. Miller, Mrs. Koberlain, Mrs. Martin, Miss Martin. To Hong Kong: Mr. Ellwell, Mr. Courthial and family, the Danish Ambassador, Mr. Scott, Mr. O. E. Edwards, Mr. Ccurtheat and family. To Galle: Mr. Karslake, Mr. Cross, Mr. Shutter, Mr. F. Mortimer, Mr. Orson. To Batavia: Mesdames J. Delden, Mr. and Mrs. Bayer and daughter.

Per French steamer *Sindh*, Oct. 25.—To Yokohama: Rev. H. Evington. To Hong Kong: Bishop of Victoria and Mrs. Burdon, Rev. G. H. Sedgwick, Mr. May, Mr. C. Carroll and family. To Shanghai: Mrs. Little, Mr. Leopold Lefebre, seven missionaries, three Sisters of Mercy. To Saigon: Admiral Duperre and suite, Mr. A. Spooner. To Batavia: Mr. and Mrs. Holland and family, Mr. and Mrs. Carp. To Singapore: Mr Gray, Mrs. Alabaster. To Galle: Mr. and Mrs. Vandespar, Miss Eidenberg.

Per French steamer *Anadyr*, Nov. 8.—To Yokohama: The Japanese Minister and suite. To Batavia: Mr. and Mrs. Brevet. To Hong Kong: Mr. A. W. Burn, Mr. E. Fye, Mr. F. Leyburn. To Galle: Mrs. Block, Mr. G. L. Reid.

Per French steamer *Provence*, Nov. 23.—To Galle: Mr. Young, Mr. Ollivam, Mr. Broyer. To Saigon: Mr. Lalanne.

Per P. and O. steamer *Surat*, from Southampton, Oct. 8.—To Ceylon: Mr. and Mrs. Mathew, Mr. and Mrs. Barker and son, Mrs. J. V. Dunlop, Mr. and Miss Aslett. To Galle: Miss Copeland. To Singapore: Lady Sidgreaves, Mrs. G. F. Hose, Mr. McNair, Mr. and Mrs. Skinbrigge. To Hong Kong: Surg. Maj. Moorhead, Mrs. N. B. Dennys.

Per P. and O. steamer *Ceylon*, from Venice, Oct. 16.—To Singapore: Mr. W. F. Heniker.

Per P. and O. steamer *Ceylon*, from Brindisi, Oct. 19.—To Singapore: His Excellency Governor Cairns, C.M.G., Mr. A. P. Maudslay. To Ceylon: Mr. Hedges, Mr. Robinson.

Per P. and O. steamer from Southampton, Oct. 22.—To Ceylon: Mr. A. J. Davids. To Yokohama: J. B. Stevens. To Shanghai: Mrs. Carey. To Singapore: Mr. H. I. S. Davids, Mr. A. G. Brown, Mr. de Winton, Mr. Hull, Mr. Borney.

Per P. and O. steamer from Southampton, Nov. 5.—To Ceylon: Mrs. and Miss Delmege.

Per Nederland Company's steamer *Conrad*, from Nieuwediep, via Southampton and Naples, to Batavia, 10th Oct.—Miss Van Stietz, Miss B. Schukking, Miss Einthoven, Mr. B. A. H. Wolterbeek, Mr. and Mrs. Muller, Mr. Wynschenk, Mr. Heiligers, Mr. L. F. Schneider, Mr. W. M. H. von Schmid, Mr. Schröder, Mr. R. d'Abo, Mr. J. G. van Eck, Mr. O. Netcher, Mr. and Mrs. R. D. W. Koops, Mr. J. L. Wiselius, Mr. J. G. A. Rademaker, Mrs. Vlasblom, Mr. and Mrs. P. J. Bosch, Mrs. J. Byleveld van Lelyveld, Mr. and Mrs. G. L. Bosch, Mr. Pypers, Mr. H. A. Tobias, Mr. G. F. Enger, Miss A. W. Gerth van Wyte, Mr. and Mrs. W. Vincent, Mr. J. G. E. G. de Dieu Steerling, Mr. and Mrs. J. Meyer, Mr. and Mrs. R. de Lanoy, Miss Raaff, Mr. G. A. van Prehn, Mr. J. H. van Andeweg, Mr E. Wehrlin, Mrs. Dirksen, Mr. van der Flier, Mr. Posthuma, Mr. van der Meulen, Mr. F. Helling, Mr. C. Bruyn, Mr. F. A. Bol, Mr. Victor Sibinga, Mr. van der Kemp, Mr. J. P. Swaab, Mrs. A. Philips, Miss Ten Cate, Miss Ten Cate, Mr. Hollingrrns, Mr. H. L. van der Wych, Mr. and Mrs. de Quay, Mr. H. Helder, Mr. J. W. Quurdeeg, Mr. H. J. Rolff, Mr. H, J. Verdam, Mr. and Mrs. T. W. Mondriaan, Mr. and Mrs. A. Th. Raaff, Mr. J. A. van Prehn, Mr. D. H. van Andeweg, Mr. R. Plate, Miss M. L. van der Walle, Mr. J. E. van der Weide, Mr. A. S. van der Heyden, Pz., Mr. Koelwyh, Mr. J. Kopersberg, Mr. B. van Heek, Mr. C. van Hoek, Mr. and Mrs. J. H. Spillenaar, Mr. P. E. J. H. van Dompseler, Mr. I. H. A. Kroll, Mr. T. F. J. van Bommel van Hoten, Mr. L. B. A. J. H. P. S. Lettmann, Miss H. Hibbert, Mr. and Mrs. D. C. A. Westenberg, Mr. S. L. Boersma, Mr. T. L. Beyerman, Mr. C. S. Leenderts, ten subaltern officers, 140 soldiers.

Summary of News from the Far East.

JAPAN.

NAGASAKI.

Our advices from this port—which extend to the 27th August—give the subjoined brief account of the typhoon which occurred on the night of the 20th-21st August, and which appears to have done great damage both afloat and ashore :—

The first indications of the typhoon showed themselves with great suddenness about 8 P.M. on the 20th, the wind and waves rising and the barometer falling till, at about 11.30 P.M., the latter stood at 28.50. It was estimated that the centre of the storm was about twenty miles westward of Nagasaki, sweeping in fact across the mouth of the Bay. The destruction of life and property it is impossible to state even approximately, but it must have been immense. Of 320 Japanese vessels standing in the books of the port authorities as in harbour, only ten are stated to be left, the rest being all sunk or stranded. Up to the time the *Nevada* left, 300 drowned bodies had been recovered, which may give some idea of the number of lives that must have been lost not only in Nagasaki but all along the coast. The Bund wall and landing places of the Foreign Settlement are all destroyed. The Custom-house godowns and many of those of private firms are ruined. The new residence of the Governor, said to have cost $40,000, though seemingly substantially built of wood and stone, has been laid flat. In short, there does not seem to be a building in the native or foreign town that has not been more or less demolished. The coal sheds of the Pacific Mail Steamship Company and the Engineering Works of Messrs. Boyd and Co. have been unroofed, while the British Consulate is a conspicuous desolation : and the Engineering Works of the Government are all but destroyed. The iron clad *Stonewall* was at anchor just inside Menage Point, but dragged her anchors till she got on the rocks, and bumped a hole in her bottom, through which she filled and sank, but in such a place that her upper deck was dry at low water. Prompt measures to rescue her were taken, and it was believed she would be got off shortly. The *Ping On* was driven so far ashore that it was high and dry all round her. So it was with the sailing vessel *Hamburg*. The steamer *Madras* was ashore, but was got off without apparent injury, as did also another steamer (supposed the

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Bertha). The typhoon (or rather a sympathetic storm produced by it) reached Yokohama on the 21st, but no serious damage was done. The oldest native people say that they do not remember seeing or hearing of so severe a storm in Japan. The harbour of Nagasaki presents especially a scene of mournful desolation,—strewed all round with piles of wreck, and the poor despoiled owners creeping sadly along the beach.

The *Ming Sun* contains the following :—From eleven till two o'clock the gale was so fierce as to render it unparalleled. The *Ping On* went on the rocks at Inasa, a short distance from her lay-by, *Soopo*, on the rocks also, and in the neighbourhood of Akanora is the man-of-war *Adzuma-kan* (late *Stonewall*), she having forced a passage through the rocks, and is aground leaking very badly ; a large wave carried the German barque *Hamburg* on to the rocks and left her there ; the *Madras* went ashore, but is not much injured. The *Ping On* has not suffered much beyond the inconvenience of being placed in such an awkward position. All the vessels in the harbour dragged their anchors, and some had to cut their masts. About sixty junks found their way to the bottom or on shore ; it is estimated that 200 Japanese lost their lives ; twenty were rescued from a watery grave by the efforts of the master of the *Ping On*. On shore the casualties were extensive. Bund wall washed away, tea-firing premises and godowns levelled with the ground, Governor's new Kencho one mass of ruins, hundreds of Japanese rendered houseless.

CHINA.

TIENTSIN.

The correspondent of the *North China Herald* writes from this port as follows :—

A dangerous conspiracy amongst Li Hung-chang's soldiery here has just been detected. Rumours of the most alarming character are in circulation amongst the foreign community, and a general feeling of insecurity is everywhere manifest. While there is little doubt that many of the flying rumours are untrustworthy, there is much reason for the apprehension, shared by the most thoughtful, that a crisis may be precipitated at any time. It is probably known to your readers that the district of Tientsin is, and has been, since the visit of Soyesima from Japan, in 1873, the scene of great military activity. It is estimated that ever since that time there has been from 20,000 to 60,000 troops within two days' march of Tientsin. These troops are principally from Honan. They are Li Hung-chang's pets, and constitute the flower of his army. They are consequently strangers in this province, but they are none the less masters of the soil, and they live on the fat of the land. It is not, then, a matter of surprise that these vagabonds, weary of inactivity, corrupted idleness and lust, and restrained by no power but their own will, should engage in any game, however desperate. The leader of the present revolt, it is supposed, is General Whang, one of the Viceroy's late officers, and it is reported that a large number of the soldiers at Ma Ch'ang, on the Grand Canal, have joined his standard. There are a great number of ex-military officers at Ma Ch'ang, who are at present out of employment, and it is said that they will be able to bring a great body of southern soldiers to the rebels, as soon as the signal for revolt is given. There is serious disaffection also amongst the troops at the large military Camp at Hsin-ch'eng, on the south bank of the Peiho, sixteen miles above Taku, and several hundred of the men have deserted the camp. So great has been the consternation amongst the commandants of the forts at Taku in consequence thereof, that every preparation has been made for an assault upon their works by the rebels, which is daily and hourly expected.

The conspirators have an organisation, which indicates that their work has been in progress for some time. It is said their designs were first disclosed by the contents of an intercepted letter from one of the leaders at Ma Ch'ang to another at Hsin Ch'eng. It was the intention of the insurgents, according to this letter, to march upon Tientsin simultaneously from both these camps, on Aug. 19, capture and hold the place, and put all the foreigners to death. The letter giving the above information was intercepted, and the facts were immediately sent to Li Hung-chang, who issued prompt orders for the apprehension of a number of suspected parties. It was the expectation of the leaders that, as soon as the rebel standard should be hoisted over the walls of Tientsin, the whole body of Li Hung-chang's southern soldiery would join them, as they are known to be exceedingly hostile to foreigners. The Viceroy's detectives were soon upon the scent of their game, and on the day following the receipt of this extraordinary disclosure, seven of the ringleaders were arrested at an obscure Chinese inn near the western suburbs of the city ; and on the day following that six more were brought in irons from the camp of Hsin Ch'eng, escorted by a strong body of soldiers from the Viceroy's guard. The leader of the revolt, General Whang, made good his escape, and is still at large. The badge adopted by these rebels is a white turban, and their standard is a white flag, bearing the inscription, "New Peace." Quite a number of these flags have been captured.

The men who are under arrest are being secretly tried by a Military Commission. So far, only one of them has been forced to confess. He says the object of the attack was to plunder Tientsin and to kill all the foreigners. It is claimed by the Chinese that this movement is not political ; that it is organised by a band of bad characters, and that loot is their object. Of this time will be the safest judge. There is a singular fact in connection with this affair, viz., that the local officials, one and all, profess entire ignorance of what is going on. The gunboats *Curlew*, *Hornet*, and *Sobot* are here ; and I believe that the English, American, and French Consuls have each asked for reinforcements.

A sad accident occurred on the 15th August. A young Russian gentleman, Mr. F. N. Bogdanoff, nephew of Mr. N. A. Nefedieff, in whose mercantile house he was employed, fell into the river from one of the piers on the bund. He was standing on a gang-plank left by some departing steamer in such a position that it rested on another plank, insecurely, and instead of bearing the young man's weight, tilted him into the river. His companions immediately made efforts to help him out by poles reached to him, but he went down at once, and his body was not recovered until life was extinct.

An Imperial Decree conceding an audience to the Belgian Minister appears in the Peking *Gazette* of the 16th August.

SHANGHAI.

The present mail brings advices from this port to the 30th August ; no later mail from London had been received since the P. and O. mail of the 10th July, which arrived out on the 17th August. The following summary of news is from the *North China Herald* :—

Local interest centres on the result of the negotiations between China and Japan, still proceeding at Peking. Both the Chinese newspapers of the 24th August contained a statement, coming from a Chinese official source we understand, that the negotiations had resulted in an arrangement which would not compromise the dignity of either nation. Upon inquiry at the Japanese Consulate, however, we were obligingly informed that the Peking despatches received the previous day made no mention of such a result, and that the statement referred to is believed to be a mistake. On the other hand, a rumour has been current that the negotiations had been broken off, but neither have we been able to trace this to any reliable source. The Chinese are uneasy as to the result, particularly those engaged in the Coast trade, who are apprehensive that not only would war disorganise trade, but that their cargoes would run great risk of seizure by the enemy's navy. China is actively pursuing her military preparations by the purchase and shipment of arms and munitions, the engagement of drill instructors, and the movement of troops to the south. The Japanese frigate *Rio-jio-kan* left Woosung on the 22nd August for Tientsin, having on board H.E. Okubo, the Japanese plenipotentiary, and suite.

The China Merchant Company's steamer *Haiching* left for Chinkiang on Aug. 23 to embark troops for the Formosan rendezvous. She carried with her forty-three cases of Chassepot rifles, for distribution among the troops. The *Haiching* arrived in port again on Aug. 26, orders having been issued for her return to Shanghai without embarking the troops, or even landing the arms and ammunition she had on board. It was reported that there were a large number of troops in the neighbourhood of Chinkiang, but so much discontent was manifested among them, on account of arrears of pay and squeezing by the mandarins and subordinate officers, that they could not be induced to march to the point of embarkation. Another cause assigned for their refusal to embark is said to be that they objected to ship in a steamer which was to run all alone the gauntlet of the Japanese cruisers ; they were quite willing to go if several steamers sailed in company. The Chinese brave is probably impressed with the notion that the Japanese are even now off the coast, ready to pounce on him and give him the benefit of the humane treatment of prisoners which the Chinese understand so well. Three French drill instructors went up by the *Haiching* to Chinkiang, returning again with her when she failed in her mission. They have been engaged to drill troops at Taiwan, but their agreements will cease should war be declared.

Foreigners have been interested in the movement of a small fleet of mandarin creek junks or gunboats, which has taken up a position near Pootung point. They are here as part of the retinue of the Futai or provincial governor, who is at present on a visit to Shanghai, with the object, it is understood, of concerting measures with the local authorities for the defence of the port. Forts at Woosung have been resolved on, and the taking of other steps of the same kind will probably depend upon the result of a reference recently made to the Consular Body, as to the possibility of giving Shanghai the status of a neutral port in the event of a war.

Among the craft at Chefoo are a large fleet of new-looking men-of-war junks. Krupp has an agent there whose duty it is to teach the Chinese the drill applicable to his guns. It is believed the instructor has got on very well with his pupils, and he is said to have 120 officers, presumably of the lower grades, under his tuition.

The Foochow-built gunboat *Ching-yune* arrived on the 25th

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Aug. She is a vessel of 300 tons burthen, 100-horse power, seven guns (rifled), and has a well trained crew of 100 men. Next day she went alongside the China Navigation Company's Wharf, to take on board seven Vavasseur rifled guns, and 2,000 shot and shell, for Foochow.

Judgment in the case of alleged collision between the steamer *Manchu* and a Chinese junk, in the river Yangtsze, on the morning of the 12th of December last, has been delivered by Mr. Seward, U.S. Consul-General. The plaintiffs were Chen-kee-tuk, the master and owner of the junk, some other Chinese merchants, and the widow and mother of two of the crew who were said to have been drowned. The defendants were the owners of the *Manchu* and her former master, the late Captain Spedding. The case, owing to causes of compulsory adjournment, has been before the Court since the 5th May, and its termination was marked by a most elaborate judgment. The conflicting character of the testimony given, coupled with the positive manner in which the Chinese witnesses on behalf of the junk told, and maintained, an apparently impossible story, rendered it necessary to analyse and decide on every statement made in the case. The plaintiff's testimony was to the effect that the junk was of large carrying capacity, and that it was run into and sunk by the *Manchu* while sailing up the river. This was denied by the defendants, whose case was that they did not collide with a junk, but that at about the time and place mentioned by the plaintiffs the *Manchu* did come in collision with a small single masted open Chinese boat, which, however, received so little damage that on her sail halliards being released from entanglement with the bowsprit of the *Manchu* she sailed away seemingly none the worse, her crew, in answer to enquiries from the steamer, saying they did not need any assistance. After a careful examination of the evidence on both sides, the Court dismissed the libel, as it was phrased, and ordered the plaintiffs to pay costs. Appended to the judgment are some valuable suggestions as to the necessity of promulgating among native navigators rules for the avoidance of collisions, especially in rivers. The Court gives "expression to the reflection that these disasters will continue to occur, and that sentiments of vexation on the part of foreign navigators, and perhaps of hostility on the part of the natives, will continue to be engendered until the native authorities take the question of promulgating the collision rules warmly in hand; and until this is done, and every Chinese navigator is made to understand the rules, their absence, and the uncertainty how far the provisions of the rules are natural and ought to be enforced as the dictates of common sense, will embarrass the Courts into which these collision cases come."

The steamer *Taku* brings intelligence that endeavours to discover whether the wreck now lying on the Boat Rocks, to the southward of the Lammocks, is that of the missing barque *Scotland*, have been resumed, and that, after repeated visits, divers had brought to the surface a wheel and bell, which were at once recognised as those belonging to the ill-fated vessel. The divers reported the hull to be six inches thick with barnacles.

Later news, per *Lotus*, from Swatow and Amoy, modifies the report contained in the extract from a letter, published in last week's *Herald*, announcing the wreck of the barque *Caroline Hutchins*, as regards that portion which says all hands were lost. It is true that the vessel was driven ashore, but only the captain's wife had to leave it, which she did with the assistance of Mr. Trannock, examiner of Customs, while the crew remained by the ship with the object of saving the cargo. A Japanese gunboat rendered assistance in endeavouring to get the barque afloat, but these efforts were unavailing, and the wreck was subsequently sold for $300.

The committee of the Shanghai Library have circulated an appeal to the residents, in accordance with the resolutions passed at the special meeting of subscribers held on the 10th August. We hope it will be successful in saving the library collection from being broken up, and a valuable and, for Shanghai, venerable institution from dying out. Resuscitation at some future time may be more difficult than reinvigoration at present. The appeal has already, we hear, been productive of encouraging results.

We have received the minutes of meetings of the French Municipal Council of 16th July and 13th Aug. The former record business chiefly of a formal nature. Proposals from the Works' Committee relative to various roads, bridges, the cemetery, and the Municipal nursery garden were adopted; and a plan showing changes in the width and course of certain roads, it was resolved to submit to a commission of eight proprietors or their representatives, who had signified their concurrence, in order to obtain advice on the projected changes and decide the value of ground connected with them. Payment of the Council's contribution of Tls. 1,000 to the expenses of the Shanghai Fire Department was sanctioned. The meeting of 13th Aug. was called specially to consider the question of wharves built in front of the bund by Messrs. Butterfield and Swire, and the application of Messrs. Nachtrieb, Leroy, and Co. to place a pontoon there. The object of the meeting was so far met by the knowledge which each Councillor had acquired from the record on these matters; and it was decided to defer discussion until the report on the line of the bund generally, called for by the Consular body, had been sent in by the authorities of the port, and submitted to the Council. Inasmuch as this line is yet under consideration, and modifications may be introduced, the Council decided to appoint Capt. Roberts to look after the interests of the French concession. A sum of Tls. 50 was subscribed to the fund on behalf of the marine of H.M.S. *Cadmus*, injured at the fire in the east quarter.

The Synod of China in connection with the Presbyterian Church in America has just closed its sessions at Chefoo. The Synod has in connection with it 27 missionaries, 13 ordained native preachers, and 24 additional native licentiates and candidates for the ministry, a church membership of 1,093 adults, and 700 children in the mission schools. During the past year the native church contributed upwards of $1,000 to benevolent objects. A very important step was taken by the Synod to secure at an early day a Commentary on the entire New Testament. This will supply a long-felt want.

Another Chinaman, charged with stealing flowers from the Public Gardens, has been taken before the Mixed Court and, as both bamboo and cangue have failed to stop depredations of this kind, Chen touched the offender on a more tender point, and sentenced him to two days' imprisonment.

General Le Gendre left Shanghai on the 29th Aug. for Peking. *On dit* that as soon as the General's recent arrest was telegraphed to Washington his release was promptly ordered, thence, by the same agency.

The ships *Duke of Abercorn* and *St. Aubyn* have been detained nine days at Woosung, for want of water to cross the Bar.

We take the following items of intelligence from the *Shanghai Budget*:—

We learn on what we take to be good authority that two old and tried employés of the Foreign Customs' Service of China have been engaged, on the suggestion of M. Giquel, at handsome salaries, to proceed to the Pescadores to drill into as much efficiency as circumstances permit the raw material of soldiers that is being rapidly massed there. There must be something very indeterminate or very elastic in international law, when it can be so modified or adapted by national statute that while some men are deprived of their personal liberty on the *mere suspicion* of giving advice—whether for the prosecution of war or the bringing about of peace,—others who openly assist in warlike operations are allowed to earn both increased honour and emolument by so doing.

We have information purporting to be authentic that two veritable iron-clads have been purchased in France for the Chinese Government at a cost of £220,000 each, which an authority on such matters assures us is a price sufficient to secure armour plates seven-inch thick. So far, nothing could be more likely, for it is well-known that fully two months ago at least the Chinese became convinced that all efforts against the Japanese would be useless without this formidable class of vessels, and extraordinary measures were devised to secure the necessary funds. But when it is added that the newly-purchased ships are already on their way to China, our faith begins to call a halt. *Nous verrons!*

A man named Hansen, some time a Municipal constable, and latterly a seaman of the U.S.S. *Monocacy*, has been tried at the U.S. Consulate-general for cutting and wounding Sergeant Bird, of the Municipal Police, when endeavouring to arrest him on a charge of desertion, in the French Concession, and being found guilty, was sentenced to one year's imprisonment.

We observe that after some months of raising and grading the foreshore of the Hongkew Bund in front of the Austrian Consulate, the foundations for the new United States Consulate-General to be erected on that site are being energetically piled, so that building operations will probably commence forthwith. The first piles of the new bridge, to cross the Soochow Creek at the end of the Honan Road, have been driven.

A scheme is in circulation for the amalgamation of all the foreign pilots off Shanghai, whether working separately or in the present sectional companies, into one general association, to be called, as of old, "The Shanghai Pilot Company," but to be governed and managed entirely by the pilots themselves.

The Chinese gunboat *Tinkin* (side wheel) arrived in harbour on the 28th Aug., from Woosung, to await the Taoutai's orders. She carries nine large brass rifled guns, also two brass bow guns. She has a complement of 120 men, all told, on board.

(FROM A CORRESPONDENT.)

SHANGHAI, AUGUST 29, 1874.

Matters here seem to have come to a dead lock, as far as the Chinese are concerned. They have sent a few hundred (so called) soldiers from Chinkiang to Formosa in the Chinese merchant steamers, one of which returned here a few days ago from Chinkiang, where she had gone to embark troops, but the troops declined to go, and are stated to be in a mutinous condition, clamouring for arrears of pay. The crews of the frigate and gunboats here have nearly all deserted, the frigate having, it is said, only three people on board—viz., the captain, the cook, and a boy. The remainder have made themselves scarce. A horse boy who had been on board came back to his master here yesterday, and said he did not like fight pidgin, but much preferred the lot of a groom.

It appears from intelligence just received, that another "Tientsin Massacre" has been imminent, and only escaped by a hair's breadth. The large Chinese army kept near Tientsin by

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Li Hung Chang, the Viceroy, has become an element of danger to the Chinese and foreigners. It appears they have rebelled against the Government, and intended to attack Tientsin and kill all the foreigners, and also take the Taku Forts. Some of them have been arrested, but what the end will be no one can tell. The Japanese are preparing for war, buying steamers, sending troops to reinforce their army at Formosa, and negotiating at Peking at the same time. The Chinese are buying arms of all kinds, hiring drill instructors, but their soldiers and sailors are deserting by wholesale.

The arrest of Gen. Le Gendre at Amoy seems to have been a mistake, or at least premature, as there is, as yet, no war between the Japanese and Chinese. It is the general desire of foreigners that the Chinese should get thrashed, as, if they were successful against the Japanese, the lives of foreigners would not be safe, as they would certainly commit some outrage. This Tientsin affair confirms this view. The disaster to the *Stonewall* at Nagasaki is unfortunate for the Japanese at this juncture, but it is to be hoped she may be raised. Teamen here are hoping that the port of Shanghai may be blockaded by the Japs, as the price of tea in England would go up at once. They consider a three months' blockade would be a most satisfactory proceeding, but I hardly think the Japanese have force enough to cause a blockade to be respected by foreign Powers. The Chinese blockade of Hong Kong in time of peace is an anomaly that would hardly have been borne in the time of Cromwell or Elizabeth, but Gladstone and Co. had little of the public spirit that Englishmen ought to have when the honour of their country is at stake. Fancy a French Custom House in London and French cruisers at Ramsgate to seize and confiscate French vessels for entering or leaving the Port of London, and you have an exact counterpart of the state of affairs at Hong Kong for the last two years. The Chinese cruisers have been in English waters only a quarter of a mile from Hong Kong island, and no Chinese port within eighty miles on the north or 290 miles on the south, viz. Canton and Foochow. To save trouble the Chinese have established a regular Custom House in Hong Kong to issue port clearances, and have also begun to arrest Chinese subjects in Hong Kong, and send them to Canton for punishment. Surely our present Government cannot be so pusillanimous as to submit to this any longer, and lower the prestige of England, not only in the eyes of the Chinese, but foreigners of other nationalities. It is reported that the Taoutai of Shanghai waited on Mr. Medhurst, English Consul, a few days ago, to ask if he would defend the city in case of a rising of the rebels, of which the Chinese authorities seem apprehensive. He, of course, declined, but informed him that the Chinese Government would be held responsible for any damage to foreign property. The real danger seems to be from their own soldiers, who are a regular "rabble rout." The Japanese state positively that the Chinese disclaimed *in writing* all sovereignty over the parts of Formosa inhabited by the independent tribes. The Chinese have played this game so often with the English, who always swallowed the baits like gobemouches, but the Japanese took them at their word. It shows the necessity of exacting redress from the Chinese when outrages are perpetrated. The Chinese are now fully alive to their mistake, and are making desperate efforts to repair the blunders, but their military preparations are an utter failure. The Chinese authorities have applied to the foreign consuls to make Shanghai a neutral port in case of war. They have been reading the translation of "Vatel on the Law of Nations." I fancy that Shanghai ought to be a neutral port, so that the Japanese should stay outside Woosung and not come up the river and burn the arsenal, and capture the city, of which they are in dread. As I write the Chinese merchant fleet is entering the harbour, on its return from Formosa, where they took troops from Chinkiang. From all that has yet transpired, it would appear that the Chinese army has no stomach for fighting. War material is being shipped here for Foochow in large quantities, but of such a heterogeneous composition that it can be of little use. Guns of one kind and ammunition of another.

HONG KONG.

Our advices by the present mail extend to the 5th September; the P. and O. mail from London July 24 was received on the 30th August. The following items of news are from the *Hong Kong Daily Press*:—

We learn that a man who was captured at Canton as one of those concerned in the recent piracy on board the *Spark* made a confession of the facts connected with the affair prior to his death, which took place some time after his capture. He had been seriously wounded in an encounter which had taken place between the junk which he belonged to and another which was to have taken part in the proceedings, but was not up to time, and he had also received some wounds in a desperate attempt which he made to prevent himself from being taken. From these injuries he died shortly after he had made his statement. From his account it appears that it was intended that some seventy men should join in the affair—thirty among the passengers and forty upon a large junk—the one which missed the rendezvous and was employed in addition to the smaller one which took the pirates off after the affair was over. These men were got together by a species of head pirates who, on the information of one who had been in the habit of travelling on board the *Spark*, promised each to provide so many men. The large junk with forty men on board was unable to come up in consequence of the *Kin-Shan* being delayed in passing the *Spark* by the tide, and consequently took no active part; but it seems that after the piracy was over they came up with the small junk and demanded a share of the plunder; but this being refused on the ground that they had done nothing, a fight ensued, in which several men on both sides were seriously wounded. This disagreement among the robbers may possibly have the effect of aiding in the capture of those immediately concerned, and the confession of the man taken at Canton will probably also be of assistance in their capture. We hear that the authorities at Canton are most anxious to punish the pirates, and there is no doubt that the utmost exertions will be made for their capture.—By the *Elk* we learn that three more pirates had been captured at Canton. At the Police Court on the 3rd Sept. Wong Chan Ying, apprehended at Wanchi; Wong Asin, apprehended at West Point; Kwok Chi Ping, alias Kwok Ting On, Chan Yip Cheong, Chan Foo Kam, Chan Kam Cheung, and Wong Choi Hong, apprehended at Aberdeen, were charged with piracy and murder. After some evidence had been taken the accused were remanded until the 8th Sept.

A very severe squall visited the colony at 1 A.M. on the 4th Sept., causing consternation on the water, particularly amongst the sampans and cargo boats, who were not prepared for any such thing. Several capsized, and it is reported that five or six Chinese are missing. The squall came down Happy Valley with tremendous force, and the heavens appeared as if on fire, flashes and sheets of lightning darting about in all directions. Some very heavy peals of thunder brought down torrents of rain, and the squall swept along Wanchi Bay with terrific force, causing vessels in its course to swerve at their moorings very heavily. The iron roof on the new pier came to grief completely, injuring most of the pillars which supported it. In other parts of the town damage to venetians and windows formed the principal items. The squall lasted only an hour.

Thirteen gamblers have been arrested by Inspector Cradock and a party of police in a house in Jose East-street, Tank lane. The gamblers consisted of five Portuguese females, three Portuguese males, three Chinese females, and two Chinese males. They were brought before Mr. May, the police magistrate, and convicted. The first and second defendants were fined $200 each, or six months' imprisonment; the eleventh defendant, a singing woman, was discharged, and the other two China women, twelfth and thirteenth defendants, were fined $25 each, or two months' imprisonment. The rest of the Portuguese defendants were fined $50 each, or three months' imprisonment, except the third defendant, who was recognised as having acted as manager on one occasion, and she was fined $100, or four months' imprisonment.

The Spanish steamer *Formosa* reports that on entering the Lyee-moon pass a junk bore under her stern and seized the patent log, and refused to give it up until firearms were presented at them.

We are informed, by good authority, that the Provincial Government of Foochow contemplates again employing foreigners for service afloat. The present discipline of the men and condition of the vessels is represented to be most ineffective.

The P. and O. Co.'s steamer *Massilia* is, we believe, likely to become the property of the Japanese Government.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 12th September; the P. and O. mail from London, 7th August, was received on the 6th Sept. The following summary of news is from the *Straits Times*:—

An interesting cricket match, between eleven of the Army, Navy, and Civil Services, and eleven of the Singapore Cricket Club, which was commenced three weeks ago on the cricket-ground on the Esplanade, has been concluded, resulting in a victory for the Singapore Cricket Club, by only two wickets. The termination of the game was witnessed with much interest, as up to the finish the Services played with the utmost determination, and it was only by the last effort on the part of the Club that the game was won. The band of the 10th Regiment enlivened the play on the last day of the match, and the field was honoured by the presence of many fair spectators.

A bundle of bank notes which has been found by the Inspector-General of Police proved to belong to the Nacodah of a native vessel from the Gulf of Siam, who had received them from a rice shopkeeper in Hill-street in payment for a cargo of paddy, and dropped them out of his pocket before leaving the shop. The notes were picked up by a coolie, but another who saw him do this claimed a half share, and while they were disputing a third person, the master of the shop came up, and he also claimed a

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share. The result was that one of the parties, being dissatisfied with the proposed distribution of the spoil, reported the matter to the police, who recovered all the notes, and locked up the three disputants on a charge of criminal misappropriation.

A fire has occurred at Siglap, in which an unfortunate Chinaman lost his life. The building was an attap hut, in which two Chinamen lived, one sleeping in the body of the hut and the other in a small projecting shed attached. The inmate of the larger room was awakened by the fire just in time to escape, but the other's escape was cut off, and he was burned to death. The origin of the fire is unknown.

Captain Walshe, Magistrate of Police, goes home by the present mail steamer on six months' leave of absence. Mr. C. B. Waller will act as Police Magistrate in his stead.

The tragedy recently enacted in Canton river on board the steamer *Spark* should not be allowed to pass as an idle tale that is told, signifying nothing. It is pregnant with warning, quite as much to the merchants, owners, and captains of the Straits as to those of Hong Kong or all China, for we have steamers and sailing vessels, often crowded with Chinese passengers, coming and going to and from our ports, China, and Australia, on board which the same scene may any day take place, with equal, if not more, facility and fatality. There is no one, who knows anything of these steamers or passenger ships, but must be well aware that the precautions against any possible *emeutes* on board of them are lax in the extreme, and may be said to be inducements to mutiny, a premium on piracy and murder. There is generally a battery of half-a-dozen old firearms, unloaded but well-oiled, with powder and bullets carefully laid up nobody knows where when wanted, and there may also be a similar number of cutlasses, also well-oiled, but blunt as colters, and these constitute the weapons of defence of a handful of Europeans, taken by surprise and scattered all over the vessel, against one to eight hundred merciless ignorant coolies, led by determined ruffians, who know well that they must succeed and be thorough in their bloody work, or either be drowned or hanged. There is every probability that the emigration of Chinese coolies to Queensland and Port Darwin by the Eastern and Australian Mail Company and other steamers will be on a large scale. The E. and A. Company's boats have already taken considerable numbers to Queensland and brought many back. Are their boats, for example, sufficiently or even decently provided with arms, and are there regulations in force on board to put down any sudden flood of mutiny that may take place when least looked for? We fear not, and we trust the Company will be wise in time and insist upon the most stringent discipline being established on board all their boats, especially any carrying bullion or valuable cargo of a portable nature with a large number of Chinese coolies, in order to meet and quell any attempt such as that which was so fatally successful on board the *Spark*.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—During the fortnight business, both in Yarns and Grey Shirtings, had continued quiet, and rates for the lower qualities, although without quotable change, were decidedly weaker. T-Cloths had been in good demand, stocks being nil; and Velvets had continued to be asked for at the advance previously established. In Mousselines de Laine there had been a fair business, at higher rates; whilst as regards other descriptions of Fancy Goods, although no actual demand had existed, new parcels had been freely taken upon speculation. The inquiry for Blankets had continued. Stocks of manufactured Iron were still large, but suitable sizes of Bar Iron were saleable. Small Nail Rods showed little improvement, but rather better rates could be obtained for assorted sizes.

SHANGHAI.—Extreme dulness had prevailed in the market during the week, and, owing to unfavourable advices from the northern ports, prices of many articles showed a tendency to decline.

HONG KONG and SINGAPORE.—Import markets quiet, without change.

MANILA.—There had been no improvement to report in the market for Plain Staples, and values in most cases remained unaltered. Coloured Goods continued extremely dull.

SAIGON.—There had been very little doing in imports.

EXPORTS.

TEA.

YOKOHAMA.—The market had not been so active, owing, mainly, to the higher figures to which prices had advanced, as compared with home values. Settlements were estimated at about 6,500 piculs; and, altogether, prices had been well supported. The bulk of the business had been in medium to fine grades, which had realised $34 to $42. The unsold stock was not large, and desirable grades were firmly held. From this port the P.M. steamer Great Republic on the 14th Aug. carried—151,407 lbs. for New York,—229,060 lbs. for San Francisco,—77,520 lbs. for Boston, &c.; the s.s. Vancouver on the 18th, took—143,796 lbs. for New York,—240,189 lbs. for San Francisco,—77,723 lbs. for Chicago, &c.; and on the 23rd the P.M. steamer Colima left with 283,512 lbs. for New York,—and 163,445 lbs. for San Francisco. Export from 1st May to date 6,300,226 lbs., against 3,245,907 lbs. to corresponding date last season.

SHANGHAI.—Black: There had been a considerable business at about last mail's rates. Arrivals had been on a very small scale, and there was little but common Tea offering. Settlements, 23,573 chests, at Tls. 17 for common Hohows and Shontam, to Tls. 36 for a small lot of fine Ningchows in boxes. Stock, 23,500 chests. Green: Common Teas had been taken freely at former rates for all good chops. Pingsueys were not much wanted, and here and there teamen had been found willing to sell at a decline. Quotations had been irregular, according to the market for which the Teas had been purchased. Settlements—Fychow and Moyune, 30,132 half-chests at Tls. 31½ to 43½ Pingsuey, 4,065 half-chests, at Tls. 19 to 46. Shanghai packed 1,488 half-chests at Tls. 25 to 32. Stock, 45,000 half-chests. Export to date to Great Britain (exclusive of lost cargoes):—

	1874-1875.		1873-1874.
Black	49,790,353 lbs.	against	44,454,359 lbs.
Green	2,404,306 „	„	4,490,311 „
	52,194,659		48,944,670

FOOCHOW.—During the early part of the week a very quiet tone prevailed with trifling settlements; towards the close, however, the Teamen had shown more disposition to meet the views of the buyers, and the market closed with a fair business doing. Congou: Settlements 9,750 chests at Tls. 5½ to 23. Holders had shown no disposition to submit to any concession on last mail's prices, and were more particularly firm for flavoury to medium kinds; arrivals 25,100 chests. Souchong: Settlements 850 chests at Tls. 14¼ to 30½; quotations unchanged; arrivals 1,200 chests. Oolong: No settlements reported; arrivals 3,300 half-chests. Scented Teas: Settlements 6,000 boxes at Tls. 19 to 21, being about previous rates; arrivals 6,800 boxes. The export to Great Britain, the Continent of Europe, and the Cape of Good Hope amounted to 31,654,742 lbs., against 29,260,373 lbs. last year; to America, 154,936 lbs., against nil.; to the Colonies, 7,806,894 lbs., against 8,633,337 lbs.

SILK.

YOKOHAMA.—Soon after issue of last report prices became decidedly weaker, when a more active demand took place, which checked the lowering tendency and imparted a firmer tone to the market: under these circumstances no alteration was reported in quotations for general classes. A few bales of new Kakida Oshus of "best" quality had been purchased at $570 per picul. Settlements, from July to date, 950 bales, against corresponding period—season 1873-4, 2,200; stock, 500 bales new Silk.

SHANGHAI.—During the week a large business had been transacted, fully 3,000 bales having found buyers, increasing the total settlements from 1st June to date to 29,500 bales, against 22,900 bales at same date in 1873. The large business transacted had strengthened the market, and in some cases a slight advance in prices had been paid. Arrivals continued very limited, and the unsold stock was estimated at 13,000 to 14,000 bales.

EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales and Cases.
From June 1, 1874, to Aug. 28, 1874	49629759	31803545	358993	10380393	92172690	15749
From June 1, 1873, to Aug. 28, 1873	47915693	25232140	—	8334584	81373417	17825

Shipments since last report, and included in above total:—

Aug. 8 per Teheran (str.)	From Shanghai, &c.	...	746,645	639
— 14 ... Patroclus (str.)	... Do.	...	1,710,711	50
— 15 ... Sindh (str.)	... Do.	...	336,443	857
— 15 ... Norham Castle	... Shanghai	...	1,010,045	
— 15 ... Kaisow	... Do.	...	1,138,185	

TO THE CONTINENT.

		Bales.
From June 1, 1874, to Aug. 28, 1874	3913833	10523
Do. do. 1873, to Aug. 28, 1873	4909437	5551

Shipments since last report, and included in above total:—

Aug. 15 per Teheran (str.)	From Shanghai, &c.	...	—	939
— 22 ... Sindh (str.)	... Canton	...	47,880	1,801

TO UNITED STATES OF AMERICA.

		Bls. & Cases.
From June 1, 1874, to Aug. 28, 1874	9685899	1046
Do. do. 1873, to Aug. 28, 1873	4043605	1445

Shipments since last report, and included in above total:—

July 10 per Colorada (str.)	From Yokohama	...	317,087	
— 15 ... Teheran (str.)	... Canton	...	—	10
— 21 ... Pleiades	... Yokohama	...	319,426	
— 23 ... Bengal (str.)	... Shanghai	...	856,668	
— 27 ... S. G. Reed	... Yokohama	...	505,941	
Aug. 3 ... Japan (str.)	... Do.	...	287,740	23
— 11 ... Golden Age (str.)	... Shanghai	...	111,004	36
— 12 ... John Rennie	... Yokohama	...	103,328	
— 15 ... Colima (str.)	... Hong Kong	...	35,893	60
— 21 ... Patroclus (str.)	... Do.	...	77,892	

TO AUSTRALIA.

From June 1, 1874, to Aug. 28, 1874	8,026,263
Do. do. 1873, to Aug. 28, 1873	8,673,500

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TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan
1843 to 1844	51,022,600	...*	1863 to 1864	117,463,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,313
1850 to 1851	63,972,000	22,144	1865 to 1866	118,833,042	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,262	57,268
1862 to 1863	121,273,580	72,887	1873 to 1874	144,588,620	47,373

* Including the Continent.

CARGOES OF TEA AFLOAT.

Sailing Date.	Name.	From	Cargo—lbs.
June 6 ...	Ada	Hankow ...	988,129
„ 16 ...	Cutty Sark	„ ...	1,270,651
July 8 ..	Lammermuir	Shanghai ...	1,340,857
„ 16 ...	Dartmouth	„ ...	1,241,848
„ 17 ...	Sir Lancelot	„ ...	1,149,957
„ 17 ...	Thermopylae	„ ...	1,315,825
„ 25 ...	James Sheperd	„ ...	1,135,833
Aug. 4 ...	Red Riding Hood ...	„ ...	900,551
„ 5 ...	Lauderdale ...	„ ...	930,783
„ 6 ...	Glamis Castle (str.) ...	„ ...	2,340,580
„ 8 ...	Killarney (str.)	„ ...	1,000,000
„ 15 ...	Kaisow	„ ...	1,138,185
„ 15 ..	Norham Castle	„ ...	1,010,045
„ 22 ...	Lothair	„ ...	1,300,000
„ 22 ...	Leucadia	„ ...	1,400,000
Sept. 1 ...	Wylo	„ ...	1,300,000
„ 6 ...	Mirzapore (str.)	„ ...	2,000,000
„ — ...	Bokhara (str.)	„ ...	900,000
July 26 ...	Norman Court	Foochow ...	1,184,625
„ 28 ...	Ascalon	„ ...	1,234,843
Aug. 4 ...	Forward Ho!	„ ...	1,373,907
Sept. 1 ...	Historian (str.)	„ ...	2,000,000
„ — ...	Glengyle (str.	„ ...	1,700,000
July 3 ...	Deerhound	Canton ...	657,684
Aug. 1 ...	Golden Spur	„ ...	782,227
„ 22 ...	Faith	„ ...	700,000
„ 29 ...	Pekin (str.)	„ ...	1,000,000

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2½d.	4s. 2⅝d.	4s. 2¼d.
Shanghai „	5s. 9½d.	5s. 9½d. to 5s. 9⅝d.	5s. 9⅜d. to 5s. 9½d.
Canton „ ... } Hong Kong „ ... } Macao „ ... }	4s. 2d.	4s. 2¼d.	4s. 2⅝d.
Singapore „	4s. 2d.	4s. 2¼d.	4s. 2¼d.
Manila „	4s. 0d.	4s. 0½d. to 4s. 0¾d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 305½	221½
„ Hong Kong	27⅞ to 27⅞ dis.	—
Bar silver	Tls. 111.3.0	9½ prem.
Mexican dollars	„ 73.2.5	¾ prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 8 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 45 per cent. discount.
China Traders' Insurance Company, $650 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 12 per cent. premium
Hong Kong Fire Insurance Company, $325 prem.
Union Insurance Society (new shares) $60 premium.
China and Japan Marine Insurance Company, Tls. 80 per share.
China Fire Insurance Company, $31 premium.
Victoria Fire Insurance Company, $21 premium
Indo-Chinese Sugar Company, 9¼ per cent. dis.
Shanghai Steam Navigation Company, Tls. 90 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9d., at Hong Kong 4s. 2d., at Batavia F.11.75, at Manila 4s. 0½d., at Singapore 4s. 2¼d.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company ...	Tls.500 ...	Tls.500 ...	Tls.205 ...	4 p.c.
Shanghai Gas Company ...	100 ...	100 ...	144 ...	12 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	88 ...	12 p.c.
S. Tug and Lighter Company	850 ...	850 ...	600 ..	12 p.c.
French Gas Company	50 ...	50 ...	70 ...	11 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$525 ...	12 p.c.
North China Insurance Co. ...	Tls.1,000 ...	Tls. 300 ...	Tls.860 ...	trien.
North China Steamer Company	100 ...	100 ...	6 ...	
Union S.N. Company	100 ...	100 ...	65 ...	12 p.c.
Yangtsze Ins. Association ...	500 ...	500 ...	655 ...	15 p.c.
Union Insurance Society ...	$5,000 ...	$1,000 ...	nom. ...	trien.
China Traders Co. (Limited) ...	1,000 ...	1,000 ...	1,750	$250.p.sh
China and Japan Marine Ins. Co.	Tls. 500 ...	Tls.100 ...	Tls.83 ...	12 p.c.
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$120 ...	12 p.c.
China Fire Insurance Co. ...	500 ...	100 ...	130½ ...	12 p.c.
Hongkew Wharf Co.	Tls.100 ...	Tls.100 ...	Tls.117 ...	12 p.c.

Shipping Intelligence.

ARRIVALS.

At Yokohama.—From New York, Aug. 18, New Republic.

At Shanghai.—From London, &c., Oct. —, Lucerne, Miako, Alexandria, Farningham.

At Hong Kong and Canton.—From London, Sept. 3, Charles Albert (str.); from Glasgow, Somerset (str.).

At Manila.—From Liverpool, Aug. 20, Buenaventura (str.).

At Saigon.—From Newcastle, Aug. 18, Aristide; 21, Gem; from Marseilles, 7, C. J.

At Singapore.—From Cardiff, Sept. 10, Mabit.

DEPARTURES.

From Shanghai.—For London, Aug. 23, Glenroy (str.); 26, Leucadia.

From Manila.—For London, Aug. 26, Annie; 29, Verena; 21, Tim Whiffler; for New York, 17, Dover Castle; 22, Mutlah; for Sandy Hook, f.o., 9, Calcutta.

From Saigon.—For Buenos Ayres, Sept. 3, Commerçant.

From Singapore.—For London, Sept. 12, Lord of the Isles (str.).

LATEST TELEGRAMS.

CHINA AND JAPAN.

Shanghai, Oct. 10.—The report published by a London newspaper that war had been declared between China and Japan is not true. On the contrary, the prolonged negotiations between Okubo and the Tsung-Li Yamen tend to show that a peaceful solution will result. The negotiations are kept very secret, even to the foreign Legations.

THE STRAITS SETTLEMENTS.

Singapore, Oct. 10.—The Legislative Council have unanimously approved the native policy inaugurated by Sir Andrew Clarke. The Council, in authorising the necessary expenditure, also passed a guarantee for the proposed telegraph line through the native States.

KASHGAR AND CHINA.

(Times' Telegram.)

Berlin, Oct. 13.—Yakoob, the Ameer of Kashgar, is as active as ever. While supporting the rebels in Khokand and preparing to extend his dominion in a western direction by the annexation of that principality, he about four months ago despatched a considerable force east, intending to follow up his previous victory over the Chinese by a decisive blow. His troops march in two columns, the one proceeding along the southern slopes of the Thian Shan towards Khami, the other keeping north, and making for Barkul. The Chinese had two armies in the country—a small force surrounded by Dungan rebels at Kur Kara Su, about 200 miles east of Russian Kuldja, and a larger one at Suchau, in the province of Hansi, 300 miles south-east from the Khami Barkul region on the eastern spurs of the Gelesni ridge. News of a collision is shortly expected. The natives, who have hitherto acted as Russian commercial agents in the smaller towns of Kashgar and Bokhara, are being gradually superseded by officials sent from Tashkend.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

Collins—On the 19th July, at Kandy, Ceylon, the wife of the Rev. R. Collins C.M.S., of a daughter.

Miller—On the 27th Aug., at Shanghai, Mrs. Rowley Miller, of a son.

Northmore—On the 3rd Sept., at Colombo, Ceylon, the wife of John Northmore, of Cleve House, Devon, of a son.

Pond—On the 25th Aug., at Shanghai, the wife of J. A. Pond, of a daughter.

MEDICAL REPORTS FROM CHINA.

The *Customs Gazette* for the half-year ending 30th September, 1873, contains the medical reports forwarded by the surgeons to the Customs at the Treaty Ports in China.

Peking.—Dr. Dudgeon reports:—"During the past six months there was nothing of special interest to note regarding the health of Peking. When I add some little fever and fever and ague among one or two foreigners, I have mentioned all that is worth reporting in relation to climate. The native population have not suffered from epidemic, the most common affection being ague."

Amoy.—The Drs. Manson report:—"During the last six months the health of natives and foreigners was unusually good. No serious case of climatic disease occurred among the foreign residents, and beyond a very limited epidemic of dysentery during August and September the health of the native population was equally satisfactory."

Hankow.—Dr. A. G. Reid reports:—"Insolation is of rare occurrence among foreigners at this port. Among the native labouring classes who go through severe physical exertion it is also uncommon." Two instances are reported, however, wher neither of the men had been exposed to the direct rays of the sun.

Tientsin.—Dr. J. Fraser says:—"Notwithstanding a very hot and rainy season, together with a fresh inundation of the surrounding country, the health of the foreign community and shipping has been very good."

Shanghai.—Dr. A. Jameson reports:—"The past six months have witnessed little change, if any, in the sanitary condition of the settlements. There has been no improvement in the water supply, which is still drawn from the river and the creeks.

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During the half-year there were forty-eight deaths, of which forty-two were males, and six were females. The health of the Customs' staff was good."

TAKOU (FORMOSA).—Dr. Rennie reports:—"During the six months under observation there was one death among the European community. An extremely delicate child died, after three days' illness, from acute dysentery and intermittent fever. Excellent health prevailed among the rest of the community."

CANTON.—Dr. F. Wong reports:—"The past summer was remarkable for the most terrible thunderstorm that has occurred for many years. The rainfall of this summer has been excessive, and the weather has been cool. The general health of both foreigners and Chinese has been exceptionally good." Accompanying Dr. Wong's report is a "Memorandum on Leprosy."

THE EASTERN EXTENSION AUSTRALASIA AND CHINA TELEGRAPH COMPANY.

The half-yearly general meeting of this company was held at the City Terminus Hotel yesterday—Mr. John Pender, M.P., in the chair. The report presented was summarised in our last issue.

The Chairman, in moving the adoption of the report, said that he was sorry he could not congratulate the shareholders upon the cables being in perfect working order. That section between Saigon and Hong Kong was not at work, but in two or three days they hoped to receive intelligence of the fault having been repaired, and the company being again in telegraphic communication with China. The cause of the interruption was attributable to the typhoons which had passed over Hong Kong, doing considerable damage; but the fault in the cable was believed to be close to Hong Kong, in which case, as he had previously stated, it would no doubt be speedily repaired, as the ship for that purpose, he hoped, was now on the ground. Unfortunately they had been unable to work with the Great Northern Company, an interruption having occurred in that company's cable between Hong Kong and Amoy and between Amoy and Shanghai, so that they could not communicate with Hong Kong by that route. Since the last meeting they had had two interruptions, one lasting for a few hours and one for a few days—the latter having been caused by some Chinamen picking up the cable and selling it in the open market. This was probably done through ignorance, but as the offenders were now suffering punishment for the offence future pilfering on the part of the Chinamen would no doubt be prevented. In other respects the affairs of the company have been going on satisfactorily. The income had been £9,000 more compared with the corresponding period of last year, whilst the expenses compared with the same period were £900 less. The directors found, however, with the greater experience gained in respect to submarine telegraphy, that careful supervision and some expense were necessary for the maintenance of the cables. As by experience they could easily find out the position of any fault, they hoped by experience to find out the best means of preventing them. The debenture debt was being reduced, and it was hoped in a short time that it would be got rid of altogether. A question which had been agitating the shareholders was that of amalgamation, but so far as he had been able to judge of the circulars which had been issued he hoped the shareholders would not allow themselves to be carried away by *ex parte* statements. The directors had been in favour of amalgamation, but there was a limit even to amalgamation. When companies were working in a particular groove, amalgamation might be beneficial, but if it were extended to systems which would not work well with each other, much difficulty might arise, and then an amalgamation would do more harm than good. Then, as regards the expenses, he believed that were the amalgamation to take place, it would to a very small degree lessen the expense of management. A few of the shareholders were anxious that an amalgamation should take place with the Globe, but it must be remembered that the Globe had been established on the principle of a trust company. If it were decided that this company should be amalgamated with the Globe, that company would not be in a position to take this. They would have to judge whether the excess of any one interest would not to overbalance another interest as to seriously interfere with the Globe dividends. The question of making a fresh issue was now under the consideration of the Globe Company; and in the event of that issue being made, it would be made upon such principles as would maintain the safety of the Globe. Those desirous of joining the Globe would have little difficulty in doing so even at the present moment. If any shareholder wished to put his interest into the Globe, he believed, if he would present to the Globe so many shares in one company and so many in another, so as to maintain the proper equilibrium of the Globe, that company would be prepared to deal with him. It would be impossible for them to force themselves upon the Globe, and the board had always been most careful in not lending themselves to forward any exchange business of any kind. With regard to the defalcation which had taken place at Shanghai, he said that the board had done everything possible to prevent anything of the kind; still the distance rendered it impossible effectually to check such things altogether. The resolution for the adoption of the report was seconded, and after a few congratulatory remarks from a shareholder, was adopted unanimously.

A Shareholder then moved, "That, in the opinion of this meeting, it is desirable that the Eastern Extension Telegraph Company should be amalgamated with the Globe Telegraph and Trust Company, and that the directors be requested to take immediate steps to carry out that object."—The resolution not having been seconded, the Rev. Lord Hawke spoke in favour of an amalgamation with the Eastern Company, and moved "That the directors be requested to confer with the board of the Eastern Company with a view to an early amalgamation between the two companies."—The resolution, however, was, after a brief discussion, withdrawn.—The proceedings then terminated with the usual votes of thanks to the Chairman and the directors.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, OCT. 7.

It has pleased his Majesty to release the Lieut.-General Van Swieten from his military duties, and to restore to him again his pension, which ceased when he started for Atchin. His mission is therefore at an end. But, alas, up to this moment there is no question at all of a treaty of peace with Atchin. The natives are not subdued; our authority has not been acknowledged by the Atchinese. The "grey-haired" general has not done what it was thought and hoped he would do. The first expedition was a failure, and the second was not more successful. We must now wait for the issue of the third, which, by the way, the thick and thin supporters of the re-pensioned general maintain is by no means necessary. It is not quite clear why they talk such nonsense; perhaps they fear that should it be successful the bad tactics of General Van Swieten may be demonstrated thereby. But whilst it is advocated that a third expedition is quite superfluous, higher bounties are being paid to recruits for the East India army; men-of-war are being equipped for our East India squadron; fresh troops are being sent out, and artillery has been ordered from Batavia to Atchin. What does all this signify if no third expedition is necessary? In your last issue you printed the news that a dinner had been given by the newly-appointed Minister of the Colonial Department to the commanders of the army and the navy of the second expedition. The *Kurhaus* at Scheveningen was most splendidly decorated for the occasion. About fifty persons were invited by Mr. Van Goltstein, and amongst them were the Prince of Orange, Prince Alexander, the Ministers, Messrs. Van de Putte, Gericke, Van Bosse, &c. I do not think it is of any use to reproduce the several toasts; *ce ne sont que des mots*, only words.

The result of the elections at Tiel and Leeuwarden has been adverse to the new Cabinet, Messrs. Van Rappard and De Roo Van Alderwerelt having been elected. The first-named is most certainly a Conservative, but with an anti-revolutionary bias, so that he perhaps will help to remove the stumbling-block (the Instruction question) out of the way of the Ministry. The latter is the well-known Radical, who contributed so largely to the bringing of the Liberal party into bad repute. The result of the election at Hoorn, where Mr. Fransen Van de Putte was brought forward by the Liberals, is looked for with some interest. It may be that he will be beaten by the Conservative candidate, Mr. C. Bloem, a business-man, well-known in that district.

The Conservative press is anything but satisfied with the Cabinet, and they fear especially that the Radical friends of Mr. Van Goltstein will lead him on a bad road. One paper is most astonished that this Minister had the courage to appoint Mr. Elout as a functionary in his department, which even Mr. Van de Putte declined to do. He is, the paper says, a promoter of the radical Atchin policy. But there are still more important reasons for distrusting Mr. Van Goltstein. At the banquet alluded to above he glorified in a toast "the victories in Atchin," and ventured to say that the state of our East India colonies is satisfactory. The *Dagblad* is convinced that Mr. Van Goltstein is not the right man in the right place.

The business of the Second Chamber has not been important. Some Bills have been laid before the members, but they are scarcely worthy of notice. As reporters in the sections upon the East India Budget are appointed Messrs. Van Loon, Nierstrasz, C. Van Nispen, Mackay, and Gevers Deynoot. The *Vaderland* says that in the sections many objections have been made by the Liberals that the favourable balances are still absorbed on behalf of the mother country. I may, however, state that Mr. Van der Heim has better intentions. With his next budget he will propose such measures as to enable us to manage without the contribution from Java.

The managers of the Dutch India Railway Company intend to propose at the general meeting of shareholders, to be held here on the 27th inst., to issue the prospectus of a loan of 6,000,000 guilders. One-third of this sum will be applied to the purchase of material and the building of termini. The plan seems to be a most complicated financial operation, but I must add that this opinion is only based on a very short and rather incomprehensible notice which has gone the round of the papers.

I am happy to state that the lawsuit Angelbeck *versus* the Government has at last been brought to an end. This gentleman sued for an indemnification upon his being prematurely released from his duties. The Supreme Court has admitted his claims.

I regret to record the death of the ex-East India functionary, Mr. A. C. Oudemans. He was chiefly known by his literary labours, and in the last years of his life he undertook the important task of compiling a dictionary of the Dutch language in the early and middle ages.

On the 3rd of October the third jubilee of the raising of the siege of Leyden (1574) was celebrated in the presence of his Majesty, who attended divine service. The fete was unfortunately not favoured by fine weather.

In my last letter I gave you some particulars about the plan of the Minister for the construction of railways in Java. The *Handelsblad* adds that the State will forthwith construct the line Malang-Passaroean-Sourabaya (East Java), the cost of which is estimated at ten millions, whilst it is to be finished within three years. At the same time preliminary works will be executed for the Bandong line (West Java), in order to provide means of communication between Bandong and Buitenzorg, in the Preanger Regencies.

Mr. J. F. van Gennep, at Dordrecht, has been elected president of the Society for the Welfare of the Javanese, in the place of the late Dr. Bosch.

The transactions in our market for Colonial produce have not been of much importance since my last letter. Prices are well maintained, and the public auctions have gone off satisfactorily.

THE Messageries Maritimes steamer Anadyr, with the present inward mails, arrived at Marseilles on the 12th inst. at 3 A.M. She brings 148 passengers and a general cargo, including 678 bales of silk, 20,820 packages of tea, and 1,159 of sundries for London, which part of her cargo will be forwarded to its destination per company's steamer Euphrate, due in London on or about the 27th inst.

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JAMES WEST, PUBLISHER,

2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: WEDNESDAY, OCT. 14, 1874.

THE EXTINCTION OF SLAVERY IN SIAM.

In the short compass of a single article we can do but meagre justice to a question so complicated as this. Slaves in Siam may be roughly divided into three classes. First, there is the serfdom common to many of the inhabitants of Siam, especially among those whose fathers were originally captives taken in war. Under this system thousands of the people are enrolled as dependents either of one of the Kings or some great noble, and have to render three months' personal service annually, or, failing that, to pay a fixed pecuniary composition. Secondly, there are those who have voluntarily sold themselves into slavery. And finally, there are those who are slaves by the accident of birth. In the 31st chapter of Mrs. Leonowen's work, "The Romance of Siamese Hareem Life," we are told that the present King of Siam abolished slavery on the 1st of January, 1872. The words of the proclamation issued for carrying that project into effect are quoted, and a few lines further on we find it stated that on the date referred to men and women "found themselves absolutely free." It is therefore impossible to doubt that some important modifications of the Siamese slave system were introduced during the early part of 1872; and we conjecture that it was the serfdom or three months' annual service which was abolished. But that domestic slavery in its various forms must still exist in the country is clear from the announcement published in the *Siam Weekly Advertiser* of the 6th of August last. From that we learn that on July 22nd the King proposed to the Council the consideration of a plan to terminate slavery as it now exists in Siam. Heretofore husbands could sell their wives, parents their children. When parents were both slaves the children born to them in that state were also slaves. The old laws placed a valuation on born slaves from the day of their birth till they were one hundred years old. On the payment of this legal sum the slave could always secure his redemption. Under that system slavery would be a condition all through life, unless the legal sum could be paid down. Advantage was taken of these laws by the parties selling to obtain from others more than the legal sum, thus accumulating upon their victims amounts that it was absolutely impossible for them to pay, so that they could never hope to recover their personal freedom. The fact is, that in a country such as Siam, where slavery from the dawn of its history has been an ingrained social institution, the mere *brutum fulmen* of a Royal Proclamation can never eradicate the evil. The *ipse dixit* of a King, however despotic, has no real power to revolutionise in a breath the established relations of employer and workman, master and servant, debtor and creditor; or to overturn a wide-spread system of voluntary contract, by which, in consideration of a pecuniary advance, a man binds himself to reside in his befriender's house, and yield him stipulated personal service. Long-established customs, though they may be mischievous in their results, cannot be so easily got rid of. Can a legal prohibition stop opium smoking if, from inveterate habit, people choose to indulge in the practice? Assuredly it cannot; but the laws may succeed for all that in suppressing opium dens, in preventing the cultivation of the poppy, and in putting restrictive duties on the importation of the drug. It is, then, on such indirect and slowly operating processes as these that Siam must rely for the gradual extinction of slavery. Obviously the evil is a great one, for, as in all other nations where slave labour exists, so also among the Siamese, the hired labour of free men is very bad, very dear, and in some important branches—such, for example, as cutting grass and clearing away rank vegetation—difficult, nay, almost impossible to obtain. It is, in fact, the dearness and scarcity of her labour market that retards the progress of Siam. Labour for pay is scorned by the poorer classes, and relegated to the slaves. The country is not over-peopled. There is abundance of rice, fish, and vegetables for all, and hence, with a low standard of comfort, the people refuse to work. This being so, the capital necessary for the development of industry is not tempted into the country. Trade languishes, and when—as in the case of the Indo-Chinese sugar mill—a real effort is made, it results in hopeless failure, because imported labour is too costly to admit of success. Hitherto the Siamese rulers have been blind to their own interests, and instead of doing what they can to cheapen their own labour market, they have made it dearer. Thus, with the really large revenues derived from their import and export duties since foreign trade was introduced, they have been building temples, which, while from their nature they yield no return for the capital sunk upon them, yet render the Government competitors with private capitalists for such labour as is to be had, and thus raise the rate of wages for all.

Assuming, then, that the Government either has abolished, or can immediately abolish, the serfdom first referred to, paying compensation to the nobles who hold such serfs whenever justice requires it, what further steps can they take, to be successful, so as to get rid of slavery in its other forms? Indirect means, as we have said, must be adopted. One of the leading causes of slavery in Siam arises from the laws of debtor and creditor, and the profligate habits of the people. Thus a man either by gambling, drinking, or opium-smoking will get himself hopelessly into debt, obtain an advance at interest to discharge his liabilities, and end by finding himself and his family enslaved. Now in England a promise made without consideration is not legally recoverable, and hence gambling debts cannot be enforced. Let the same rule be introduced into Siam, and one great fountain-head of self-incurred servitude will have been immediately dried up.

Again, in this country we have "The Tippling Act," which obliges publicans to exact ready-money payments for the liquor they retail by the glass, and renders it difficult for a half-intoxicated man to run up a ruinous bill. Some regulation of this kind might be applied in Siam to the spirit shops and opium dealers; and generally the laws of debtor and creditor might be judiciously and carefully reformed, and some bankruptcy system introduced, such a system as while it repressed fraud and recklessness among debtors might yet check rich people from lending sums to the hopelessly insolvent who have nothing but their personal security to offer. The present law in Siam is that so soon as the interest on a loan (which is very high) has accumulated till it equals the principal nothing further can be charged, and hence the creditor at once seizes the debtor's person and family, and reduces them to domestic servitude. This usury law ought to be abolished. So long as a debt remains unpaid common sense requires that the interest should run on; but there can be no objection to a man if he cannot pay the yearly interest agreeing with his creditor to render him annually a certain number of days' service, paying in labour, in fact, instead of coin. Unsecured loans in civilised countries are covered by life insurance; and perhaps a Government life insurance might turn out very profitable to the Siamese treasury. If a debtor will neither work nor pay interest he might be imprisoned; but masters ought no longer to be allowed to beat their slaves. So far the proceedings to be adopted are tolerably simple, but a difficulty arises as to runaway debtors, slaves as we should call them. This is a misfortune which overtakes creditors in every nation, and which can never be wholly checked; but in Siam the present system, by which slaves are very much at their master's mercy, and often harshly treated and put in irons, makes them bolt much more frequently than they would do under milder and juster laws. Debtors, too, would be less apt to abscond if the police system were effective, and communication so easy

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between one province and another as to render re-capture and punishment nearly certain to ensue. This reflection suggests another desirable step. Let the Siamese exterminate all the dacoits who infest their jungles; for these dacoits are mostly nothing more than runaway slaves, who are driven to robbery for a livelihood. If there were no thieves men would not disappear into the jungles, and in the towns they would be re-caught. Husbands ought no longer to be allowed to sell their wives into slavery. True they pay money for them on marriage, a custom which has prevailed among nearly all nations in a certain stage of civilisation, but when a man buys a wife he gets something in return for his money. The children of slaves, again, are born in slavery. This usage prevails because when a debtor dies he leaves nothing except his children to cover his liability. But the principle that children are born responsible for their parents' debts ought to be at once put an end to. Unsecured claims should either lapse entirely on the decease of the insolvent slave, or else be covered, as we have said, by life assurance. Children brought from China and purchased and reared by Siamese should become free on attaining manhood; and, lastly, where a slave is allowed by his master to take service with a foreigner at a high rate of wages on condition of paying his master the interest on his debt and half the surplus of his wages all such contracts should be void at law. A creditor is entitled to interest for his money, and repayment of his capital if he can obtain it, but the importance of encouraging industry and readiness to labour among the lower classes is so great —especially in a kingdom like Siam—that every working man should be protected in the enjoyment of the money which by his own exertions he has secured for himself.

THE HONG KONG BLOCKADE QUESTION.

"The trade of Hong Kong is its real vitality; there is "no territory, and without trade it is nothing; those who "have lost heavily by the blockade can realise the truth "of this fact." These are almost the very words which fell from the mouth of one of the speakers at the meeting of the Hong Kong Chamber of Commerce, held on the 3rd of August, and they sum up as concisely as possible the very serious grievance, of which the colonists are loud in their complaints. For some years past certain Chinese cruisers have been in the habit of watching for junks leaving or going to Hong Kong, and what their object was it would be pure waste of time to discuss. Matters at last got to such a pitch that trade was completely paralysed, for Hong Kong was certainly no longer a free port, except in name; even fishing and vegetable boats were overhauled. "A Commission was in consequence appointed, which "made inquiries, examined witnesses, and sent in a report "to the Government at the latter end of April." A member of the Chamber of Commerce had, at the invitation of the Governor, been delegated to the Commission, and on this ground, and apparently on this ground alone, the Chamber thought itself entitled to a copy of the report. We are, however, of opinion that the Chamber of Commerce was wrong to expect the Governor to furnish it with a copy of the report in question, for the Commission of Inquiry was a Government one, and as such its report had to be forwarded home; the fact of a merchant being a member of the Commission did not alter its character. The Governor declined to comply with the request of the Chamber, but expressed his readiness to forward to the Colonial-office any representation or memorial on the blockade question. A memorial was accordingly drawn up, and at the last meeting of the Chamber of Commerce its "general principle" was agreed to. This memorial consists of eleven clauses, and may be briefly summarised as follows:—The Hoppo of Canton,—a mere farmer of the revenues of that port,—causes junks trading with Hong Kong to be watched and "squeezed," on the pretext that certain regulations of his have not been complied with! Sometimes they are even taken up to Canton and confiscated. The said Hoppo illegally requires that all junks should be "reported at *Custom-house at Canton*, "pay such duties as he may choose to impose, and obtain "a clearance *before leaving the port of Hong Kong.*" If this statement be capable of proof, and we presume that it is, we are not surprised at these proceedings being called *high-handed*; the term is too mild, for, in point of fact, they amount to piracy, if the Hong Kong junks are bound on a legitimate voyage. This regulation as to clearances, &c., "has had the most injurious effect on the trade of the colony," and a certain branch of the junk trade has entirely ceased. But it seems that the Hoppo is not the only enemy of the Hong Kong junk trade, for there are many other cruisers belonging to the collector of the *lekin* (war-tax), and the farmer of the salt-tax; "all these vessels prey indiscriminately on the junks trading with the colony;" what wonder then that the local trade of Hong Kong is so crippled! Again, these armed cruisers are all under the supervision of a steam gun-boat, the *Peng Chao Hai*, which claims the rights of a man-of-war to enter and leave Hong Kong harbour without reporting herself, or obtaining a clearance. Further, the Hoppo employs British subjects in his cruisers, which is considered a violation of the Foreign Enlistment Act. The memorialists understand that junks trading (say) to Formosa and Hainan "have practically to pay double duty, as the authorities of "those ports . . . . ignore the payments to the Can-"ton authorities," and the unfortunate junk owner's chances of obtaining restitution through any source whatever are remarkably slight. As an instance in point the case of the *Kum Hop Sing* is quoted, but this does not appear a very happy illustration, for the vessel admittedly left Formosa without the "Grand Chop," and, therefore, her papers were not in order, although the junk owner asserts that they were such as he had been trading with for years. In connection with this matter the memorialists regret to state that H.M.'s Consul at Canton seems to accept the statements of the Customs authorities at that port "as true, and to throw discredit on assertions made against them." The memorialists next go at length into their grievance against H.E. the Governor for withholding from them a copy of the report of the Commission of Inquiry. They lay stress on "the statements by Chinese merchants set forth in this Memorial" as being "in substance correct," and in conclusion they urge upon Lord Carnarvon "that these proceed-"ings of the Hoppo and the authorities of Canton are in "contravention of the Treaty of Peace and Friendship "entered into by the respective Governments of Great "Britain and China, and as the latter Government has ceded "the Island of Hong Kong to the former, it is an unlawful "proceeding to blockade all its approaches and thus render "the proclamation of Her Majesty's Government—[pre-"viously alluded to]—completely nugatory."

We trust that the Colonial-office will give immediate attention to this Memorial, and as the late Attorney-General of Hong Kong, Sir Julian Pauncefote, is now an Under-Secretary in the department, he will be able to afford Lord Carnarvon any assistance in arriving at a correct appreciation of the great and unjust injury inflicted on the colony by this system of Chinese revenue cruisers intercepting trading craft.

CEYLON PAST AND PRESENT.

(FROM A CORRESPONDENT.)

"Change, change the mournful story
Of all that's gone before;
The wrecks of perished glory
Bestrewing every shore.
The shattered tower and palace
That frown o'er every glen,
In broken language tell us
Of the fleeting power of men."

Who that reading the above beautiful lines and knowing the antecedents of this once great and powerful kingdom can fail to mark their applicability? Ceylon two thousand years ago was a rich, powerful, and flourishing country, with a population which recent writers, assisted by ancient records, assert was variously estimated at from five to ten millions, and this large population the country grew food enough to sustain. The remains of old tanks, built round with a solidity and completeness rarely surpassed, attest the fact that such extensive reservoirs, scattered all over the country, were made and maintained by the populace to store up water for irrigating their fields which were to grow their food. Successive Kings watched over these with an assiduity which showed they had the welfare of the inhabitants at heart, and although these great works were erected by Rajacaria (or forced labour), it was only forcing the people to feed themselves and live. Pagodas, dagobas and the ruins of ancient palaces also attest a degree of power and splendour rarely to be met with in an Eastern kingdom. So skilled were the artisans

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that Kings in the Indian Peninsular frequently sent over to the King of Kandy to borrow from him masons and builders to teach their people the kind of work at which those of Ceylon were so expert. Some of their buildings were of the most gorgeous character. At Arvuradhapura—the City of the Ninety Kings—the ruins of the once far-famed Brazen Palace may still be seen; its pillars standing to the number of some hundreds (monoliths), in the midst of dense jungle. Where that royal city stood, covering an area of sixteen miles square, is now a dense forest, and a few dagobas, more or less in ruins, are all that mark its ancient splendour. Intestine wars and foreign wars, followed by devastation and pestilence, were the causes that led to such rapid and complete decay. Men were taken from their fields and their families to fight their kings' battles; their fields were neglected; their tanks went to ruin; their population was decimated; and when war had ceased pestilence took up the deadly *rôle* and carried off its victims in such numbers that those remaining fled the pestilential spot, where population was once densest and food most abundant; but when Government got into a settled state it was found that a population of probably ten millions had dwindled down to one and three-quarter millions! Such was its state when some twenty years ago Sir Emerson Tennant wrote his history of Ceylon. Its clever handicraftsmen had forgot their cunning—its people once hardy and bold had become feeble and effeminate—and artisans had to be brought from other countries to teach them what they once so well knew before. The advent of the Portuguese to some extent brought back civilisation, and they introduced the Roman Catholic religion. The Dutch followed, and introduced many improvements in lakes, canals, and commerce. But it was only since the occupancy of the island by the British that a real hearty progressive impulse has been given to agriculture and commerce. During their period, which in the maritime provinces dates back only seventy years, and sixty in the Kandyan country, the island has been opened up by roads which now form a network all over it. Trade, which on their arrival consisted of the monopoly of the cinnamon gardens (since abolished)—the salt duty, also a monopoly—and a pearl fishery occasionally, has been developed in the growing of coffee, cocoanuts, cinnamon, tobacco, and more recently tea and cinchona, till our export trade has risen to the value of about 5,000,000 pounds sterling, and our import trade is about the same, or ten millions in all per annum. We import about 4½ million bushels of rice to feed the population, including about half a million tamils imported from India to work the coffee plantations. The native population at the census taken three years ago had increased to about 2½ millions. The coffee, our staple, had increased to one million hundred weights, and Ceylon had grown to be the third largest coffee-producing country in the world. But this is only the beginning of its future. Six years ago our railway from Colombo to Kandy was opened. Its continuation to Gampola, twelve miles further, was opened for traffic two years ago, and its extension to Nawalapitiya will be opened in another month. Nor is this all, a project is now before Government, and is being urged upon them by the planters, for continuing the railway northward to Matale and southward to Uva, including about a hundred miles of new line. Plans and estimates of the portion from Nawalapitiya to Uva have been made, estimates of probable traffic have been got, and a commission has gone into the question in all its details; the result of which is that it has been proved that there are no insuperable engineering difficulties in the way, that it goes through a healthy country, past numerous coffee estates, through jungle land that is likely to be speedily cultivated as tea and cinchona plantations, and that there is at present a traffic that will pay. This, therefore, may be considered a project to be undertaken in the near future. Another grand project has been decided upon, and, in fact, is commenced—the Colombo harbour, to be formed by a breakwater, enclosing a sufficient body of water to float comfortably all the ships that come to the East. By its erection ships, and especially steamers, will be able to load and discharge cargo at all times, without waiting till the sea go down, or the wind lull, or daylight arrive. Vessels of all sorts Eastward bound will touch here to water, coal, or repair, and besides benefiting Ceylon, it will be one of the greatest boons that has ever been offered to the trade of the East. Then we have the telegraph—not only from Colombo to Kandy and Galle—but from Kandy to Nuwara Eliya and Kandy to Trincomalie, flashing our messages over the principal portions of the island, and associated with that of India, sending messages all over the world. In the days of Sir Edward Barnes, the most energetic and successful Governor before our day, the Colombo and Kandy cartroad was undertaken, a great work in its day, having to be cut through almost impenetrable jungle; but it is astonishing how much can be done by the strong will of a determined man. Such was Sir Edward Barnes, and the work does him lasting honour. Still, were Sir Edward now allowed a peep into the world, and were he to come to Ceylon to review the scene of his former labours, and could see its roadstead which in his time might have had four ships in a year, with its forty large vessels riding at anchor at one time, steamers arriving and departing almost daily, with its ramification of roads, railways, and telegraphs, methinks he would hold up his hands and exclaim, "this is not the Ceylon that I left forty years ago."

THE STRANDING OF THE "GORDON CASTLE."

An inquiry was held last week at Greenwich Police-court, before Mr. Patteson, the Magistrate, and Captains Hight and White, R.N., Nautical Assessors, respecting the stranding of the steamer *Gordon Castle*, Capt. Ritchie, from China, on the Burlings, on the West Coast of Portugal, on the morning of the 27th of July. Mr. Lancel Hamel attended for the Board of Trade; Mr. C. J. Cottingham, instructed by Mr. Lambert, for the Captain; and Mr. T. Cooper for the Owners. Mr. Hamel, in opening the proceedings, said the *Gordon Castle* left Woosung on the 11th of June with several passengers and a cargo of tea, valued at £200,000. She proceeded safely on the voyage, bound to London, and passed through the Straits of Gibraltar on the 25th July. Nothing particular occurred till shortly after 2 A.M. of the 27th, when she went full speed on the Burlings. The master, who was below at the time, immediately came on deck, and apparently did all he could to save ship and life. He ordered the boats to be launched, and the passengers were landed, and some portion of the cargo, on the Burlings till 2.30 P.M., when the tide made and the ship floated. The master and crew then proceeded with her for Lisbon, although the forehold was at the time full of water; but when off Cascaes Bay she had become in so dangerous a condition, the forepart of her deck being level with the water, that the only thing left with a view of keeping her from sinking was to run her ashore, which was done at about 8.30 P.M. on the same day (the 27th). By 2 A.M. of the following day the ship was entirely under water. The master, however, remained by her, and, with assistance obtained from the shore, succeeded in getting her afloat and taking her into Lisbon, where she underwent some temporary repairs, and was eventually brought safely to London.

Richard Killingly Greenwood, chief officer on board the *Gordon Castle*, stated that he was relieved at midnight on the 26th July by the second officer, to whom he gave the course as N. 14 degs. E. by the steering compass, and N. 30 E. by the standard compass, with instructions to call the captain should the Burling Light be seen, or the weather become thick. Witness continued: While below and asleep I was awoke by the ship striking at 2.15 A.M. I at once went on the bridge and saw the second officer. The captain came from below at the same time that I did. The weather was then thick. I only saw the rock ahead of the ship. I asked the second officer what he was doing. He said, "Going astern with the engines." I went forward and found the ship's stem crushed in against the rock. I called out to the captain not to go astern with the engines. The tide was then about half ebb. The captain ordered a boat to be got out. The ship then heeled over heavily to starboard. The passengers were put into the boat, and shortly after the crew, finding it impossible to remain on board, also took to the boats, and remained alongside. At daylight the captain ordered the crew to return on board. We then broke the tea out of the square of the forehatch, and afterwards landed it on the rock. The forepeak was full of water, and the tea was broken out in order to secure the lower hatches, so that the water should not rise between decks when the tide flowed. About half-past two P.M. of the same day, when the tide flowed, the ship floated off. There was then some water in the main hold, and the lower forehold and forepeak were full. When she floated off the crew were on board. Steam was got up as fast as possible, the captain stating his intention to be to take the ship to Lisbon. She was rounding Cascaes Bay, or nearing it, about half-past seven that evening, and, it being evident that she was settling down, the water then being over the fore part of the forecastle deck, which was flush, the captain determined upon beaching her in Cascaes Bay, and she was run aground about 8.20 that evening. As the tide flowed the water rose above the mainhold. The captain did everything that was possible to save the ship. The passengers were landed on the rock with the ship's papers, and were taken off next day by a passing steamer. I heard no objection made by the crew to take the vessel from the Burlings to Lisbon. In my opinion the ship struck the rocks in consequence of the thickness of the fog and the Burlings Light not being visible.—James Smith Wallace said: I was quartermaster on board the *Gordon Castle*. I came up on deck at midnight. I found the weather thick over head, thick to starboard, and, I should say, hazy to port. I relieved the wheel at twelve o'clock, and received the course from the man I relieved N. by E., and that course I steered by the steering compass, till about ten minutes past two, when I was relieved by Charles Dove, quartermaster. The weather changed from twelve o'clock nearly every ten minutes, sometimes clear, sometimes thick to port, and large drops of rain at intervals. The weather continued like this on and off until I left the wheel. When I came on deck after changing my coat, I heard the second mate's voice ordering the helm to be put hard-a-starboard. I got half way up the ladder to the wheel when she struck, and the concussion threw me back on the deck. I got up and looked ahead and saw a dark haze, which I took to be the hull of a ship. I could see no lights. The first order I heard after she struck was to clear away the boats; I think it was the captain's voice. In my opinion, after the casualty the captain did everything in his power to save life and property. I attribute the circumstance of the Burling Light not being seen to the thick weather.—Charles Dove said: I was quartermaster on board the steamer. At two o'clock I went to the wheel, relieving Wallace, who gave me the course N. by E. I continued that course until she struck. Just before she struck I saw something before me, dark, and the second mate called "hard a-starboard!" and ran to the telegraph, and then to the wheel to assist in putting it to starboard, and instantly she struck. I saw no light at any time after I took the wheel. She struck before she had time to answer her helm.—William M'Gilroy said: I was third mate on board the *Gordon Castle*. The second mate was on the bridge at 12 o'clock, it being his watch. Just before the vessel struck I heard the second mate give the order "Hard a-starboard" to the man at the wheel. There was an A.B. on look-out on the bridge during the whole of the watch, and he was there when she struck. The weather was thickish and foggy. It was very foggy at one time, and then it would lift. When the second mate called out "Hard a-starboard," the captain

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came on the bridge and called out "Clear away the boats." That was done, and in five or ten minutes afterwards a starboard boat was in the water. The boats went out easily. Everybody ultimately left in them except the captain, who remained by the ship. The second mate and myself occupied the same cabin. I never saw him the worse for drink, or at any time to have taken drink in excess. I never saw him negligent or careless about his duty.—Thomas Weir said: I was chief engineer on board the *Gordon Castle*. Between half-past one and two o'clock on the morning of the 27th July I was going from my room along the deck to the engine-room. Did not notice the weather at that time. I found everything going well in the engine-room. At two o'clock I went on deck from the engine-room. I saw the second officer on the bridge. I remained about fifteen minutes on deck; the night was very dark. At 2.15 A.M. I went from the bridge to the main deck, looked over the starboard side, and saw land appear suddenly on the bow. I turned and ran to the engine-room, but the ship struck before I got there. When I got into the engine-room the engines were going full speed a-head. As I was going down the stairs the telegraph bell rang, giving the order "Full speed astern." That order was obeyed in one or two turns. The telegraph then rang again, conveying the order "Full speed a-head." We kept the engines going a-head till we left the ship, in consequence of an order being given to take to the boats. There was no water in the engine-room when we left. I know that the vessel was damaged, I saw that her bows were knocked away to between eighteen or nineteen feet water-mark. She had six water-tight compartments, and a collision bulkhead. I saw the captain on the bridge after she had struck, giving orders. He remained by the ship when the boats went off. He was promoted from second officer to first officer, and from first officer to captain. I formed the very highest opinion of him. After we took the ship round to Cascaes Bay the fore-hold was full of water, and had been so since the casualty. The vessel was ultimately towed into Lisbon and temporarily repaired. The rent in the bow was filled up with cement, and the vessel eventually was brought to London. The bow of the ship was stove in for seventeen frames, sloping from twenty-one feet water-mark to the keel. The plates were slightly bent on the starboard side.

A statement by the second-mate, W. M. M'Leod, was read. It was to the effect that at 1 A.M. (July 27) I called the third mate on the bridge, and told him I wanted him to remain on the bridge and keep a bright look-out; also gave him the course (N. 30 E.) by standard compass. As I had orders to call the captain at that time, I went to the captain's cabin and called him, and he asked me if I could see the north star, and I answered "No." There were no stars visible. I then went straight on the bridge, and about 1.10 A.M. the captain came up and remained there with me, as near as I could judge, till 1.30 A.M. When the captain came on the bridge he asked me if I had seen any lights, and I answered "No." He then said, "We must be within range of the lights; keep a sharp look-out and let her go on a little longer." At the time the captain was on deck the weather was dark, with occasional passing fog banks, and all the time thick overhead, but appeared clear on the horizon. The water was smooth. About 2.15 A.M. I saw something suspicious ahead and slightly on the starboard bow, which I at first sighting took to be a ship standing to the N.E. on the port tack, the wind at the time from the N.W., and light. I at once ordered the helm hard a-starboard, to pass under the stern of what I took to be a ship, and stopped and reversed the engines. Before the engines had any effect as regards stopping the speed of the ship, she struck on a rock, no light being in sight at the time, and none having been seen from the time I took charge of the deck. At the time the ship struck we appeared to be steaming at the rate of ten knots an hour. After the ship had gone ashore on the rock, when the chief officer came on the bridge, after having been forward and saw as far as practicable the damage done, the captain made use of the expression, "Where are we? we must be on the main." The chief officer at once said, "No; we are on the Burlings." The captain said, "No, we can't be;" and the chief officer said again, "We are." After the ship was beached at Cascaes the engines were kept going a-head till the time we left the ship, about one o'clock on the 28th of July; and after all hands were in the boats they were still moving, and continued so till the fires were put out. The statement of Mr. Alexander Ritchie, master of the *Gordon Castle*, was also read:—"When we left Woosung on the 11th June, with a full cargo of tea, we had on board a crew of thirty-eight hands all told and one passenger. We subsequently took up four other passengers at Singapore. The passengers were two men, one lady, and two children. The ship was well found in every respect, and both the hull and the engines were in good order. We carried three mates and four engineers. At one A.M., on the 27th of July the second mate called me. I looked at my chart, and then went to the bridge. The second mate and a man on the look-out were there. I said to the second mate I thought we ought to be getting within the range of the Burlings Light. I told him to keep a good look-out. I left the bridge a few minutes past one to consult my chart and to give a little more distance, as the wind had moderated since I was on deck at eleven. I marked my position on the chart and gave the ship twenty-one miles from 10.50 P.M., when off Cape Roca. That would leave me about sixteen miles from the Burlings. I calculated the course I was steering would have taken me from four or five miles to the west of the Burlings. I sat down in my room on the deck with my clothes on, waiting for the second mate to inform me as soon as he had made the Burlings Light. I would never have left the bridge at one A.M. but for the purpose of altering my position on the chart through the wind having fallen. At about 2.15 A.M. I heard a crash. I immediately ran on to the bridge. I found the second mate there. The engines had then just started, going full speed astern. I saw a rock ahead, and immediately reversed them to full speed ahead. The first mate came on the bridge two or three minutes afterwards. My reason for going full speed ahead was to keep the rock in the hole and to prevent the ship from backing off and going down in deep water. I then ordered the boats out. They were promptly got out. I put the passengers and then the crew into the boats and stayed on deck myself, and then went forward and had a look at the extent of the damage. I found the bows smashed in from the twenty-foot mark to as low as I could see. I had the pumps sounded, and the carpenter reported five feet of water in the mainhold, and the forehold full. The bows were resting on the rocks. I then determined to secure the fore 'tween deck hatch before the tide rose if possible, and for that purpose broke out about 100 chests of tea, which were landed on the rocks. I landed the passengers and the ship's papers on the Burlings, and at 2 P.M. I started for Lisbon in hopes of reaching there. The water came over the forecastle deck, and had to be baled out. The water kept gaining on us, so much so that when abreast of Cascaes Bay I found the ship would not run any longer, and the fore part of the forecastle deck was level with the water, and the propeller nearly altogether out of the water. There was then fourteen feet six inches in the mainhold, and the forehold was full. I therefore determined to beach her, which I did at Cascaes. Some pumps were sent out from Liverpool, and we succeeded in pumping her out, and she was towed into Lisbon and again beached, and repaired by filling up the hole in the bows with bags of cement. The cargo was discharged and sold by auction. On the 21st Sept. I left Lisbon with my first engineer and a mate sent out to me by the underwriters, and an entirely fresh crew. On previous voyages the ship had always been steered the same course from Cape Roca to Cape Finnisterre as I gave." Mr. Cottingham addressed the Court at some length on behalf of Captain Ritchie.

The Court gave the following decision:—"After having carefully weighed the evidence, as well as the statements of the master and second mate, and the explanation offered by the master's advocate, the Court can only come to the conclusion that Mr. Ritchie is in default for not using proper caution in navigating the ship under his command. Assuming the ship's position at 10. 50 P.M. to have been six mile true west of Cape Roca, a run of 2½ hours, or a true north course, would place the ship well within the range of the lights both on Cape Carvoeiro and the Burlings. When the master went on deck, shortly after 1 A.M., the state of the weather being such that he could see no lights, it was his bounden duty to have remained on deck until well assured that the vessel was past the Burlings, or, if he intended to go below, to have put the ship on a safe and certain course that would have kept her clear of danger. Instead of this being done her course was only altered one quarter of a point to the northward of a course that the master must have known could not take him more than four or five miles outside the rock on which she struck, and during the whole of this time the ship was kept at full speed. The Court cannot accept the master's plea in extenuation 'that he was not called after one o'clock by the second mate, who had the watch, when the weather became thick and foggy,' as the evidence does not show that there was any material change in the general character of the weather from the time the master went below, about 1.30 A.M., until immediately before she stranded, at about 2.20 A.M. The Court have not overlooked the praiseworthy conduct and exertions of the master subsequent to the casualty, and have given due weight to the very high testimonials produced by him, yet they regret that they feel it their duty to suspend his certificate for twelve months from this date. The Court returns the second mate his certificate."

CHINESE PIRATES.—THE "SPARK" OUTRAGE.

(DAILY NEWS.)

The piratical outrage on the Canton river, of which we have just received the detailed accounts, appears to have been one of the most audacious enterprises reported even of Chinese piracy for many years. Perhaps the term piracy may suggest at the outset an entirely erroneous idea to some of our readers. This was no story after the fashion of Cooper or of Byron. Nor does it bring to mind any of the enterprises of Algerine rovers, or even of the less romantic desperadoes of more modern times in the Eastern Archipelago. It bears a closer resemblance to the sort of feat which our own times have occasionally witnessed when a railway train in some disturbed Spanish district, or in one of the Western territories of the American Union, is suddenly stopped, boarded, if we may use such an expression, and robbed by some gang of marauders who have accomplices among the passengers. We need hardly tell our readers that piracy in some shape or other has long been as familiar a crime through most of the Chinese seas and rivers as brigandage in Mexico or Calabria, or as wrecking was said to be in older days along our Cornish coasts. Of late years the Canton river pirates had limited their operations almost altogether to the junks of their compatriots. It is hinted, or more than hinted, by European journals in China, that even at Hong Kong our authorities have not troubled themselves much about the pursuits and the exploits of the robber colonies, as long as their emissaries confined their expeditions to the plunder of Chinese vessels. We do not venture to say that there is any truth in this allegation, or that anything which could have been done to put down the practice of piracy was left undone by the authorities at Hong Kong. But it is certain that for weeks before the recent tragedy the cases of attack upon native vessels in the Canton river were following each other with an audacious briskness which recalled the memory of the worst of the bad old days, and at last the climax came in the cool, daring, and successful crimes which were perpetrated on board the unfortunate *Spark*.

The first thought, perhaps, that will occur to any one is, that the captain and officers of the vessel seem to have been as ill-provided with the means of defending themselves as if they were steaming along the Thames or the Rhine. There is, indeed, good reason to believe that there must have been accomplices of the pirates among the passengers, but the great majority of the latter were treated by the pirates as their prey, and robbed and ill-used, and these might surely have counted for something in the way of assistance if the captain and crew had been in a position to make any promising defence. The pirates were about twenty, and are said to have been, for the most part, armed only with knives. Captain Brady and Mr. Mundy, with four or five of the crew, would, if properly armed, have had very little difficulty in dealing with

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a murderous rabble of that kind. Four Europeans, provided with good revolvers, might be safely trusted, when fighting for their lives, to have held their own against the twenty pirates. In the Border fights with Indians in the Western regions of the United States, the odds between civilised man and savage are constantly far greater against the civilised man; yet his weapons and his courage have prevailed. It would seem as if there must be some truth in the statements made by correspondents of the *China Mail* and other journals, that the *Spark* could not have been properly armed. It is possible that fancied security or contempt of danger may have led her owners and officers to look with too complete an indifference to the chance of an attack by the pests of the Canton river. There do not as yet seem any very confident hopes of the apprehension of the pirates, although the English, Portuguese, and Chinese authorities are making strenuous efforts for their recovery. There would necessarily, even if they were captured, be considerable difficulty as to their identification. Mr. Mundy, should he recover, might indeed be able to identify those with whom he was immediately engaged; but it is not likely that he could speak with any certainty as to all or nearly all the pirates. The native passengers were probably in far too great a fright to be able to give any evidence to which a civilised court of law would attach much importance, and of course either at Hong Kong or Macao the procedure of a civilised court of law would have to be observed even in the trial of pirates. The Chinese Government doubtless, if it succeeded in capturing any cluster of persons supposed to be the criminals, would not hesitate about giving them that kind of justice which used to be described once as a short shrift and a long rope. But that sort of proceeding would not answer any useful purpose. Many suggestions are offered about the destruction of certain villages which are reputed to be the lairs of pirate hordes, but there is rather too much of panic and passion in such proposals to meet with the sympathy of reasonable men. Meanwhile the work of plunder and murder has been wrought, and the perpetrators are as yet in safe possession of their spoil.

(DAILY TELEGRAPH.)

Without hoping that the wretches who wrought such deeds on board the *Spark* will ever be convicted of this particular piece of iniquity, it is clear that means must at once be taken to grapple with the evil. If James I. was justified in giving his consent to the expenditure of £3,000 for the apprehension of Algerine wrong-doers, we have a far greater interest in doing away with Chinese and Malayan pirates. All along the coast-line from Java to Peking, all round the coast of Malacca and Borneo, these sea-wolves have their hiding places and their homes. Vast hoards of ill-gotten booty lie concealed in the caves or nests built upon wooden piles, with which the water-line is covered; and here the hardy villains rejoice at the impunity with which they pillage and murder. No halo of romance surrounds their cowardly deeds; their thirst for blood and treasure, their barbarities and their treacheries have long since stamped them as unfit to exist. Dangerous to the unwary and unprepared, they may be easily exterminated if only energetic measures are employed. The chase and the capture would be synonymous; and the bursting shell and rifle-bullet would speedily overcome the knife and the gingall; while a rich booty would doubtless reward the captain and crew who, searching the infested coasts, might discover the lair and hunt out the thieving fraternity. No pangs of conscience could ever assail the commander who annihilated such pests of humanity, and no fear of remonstrance from mistaken philanthropists need be entertained. Beyond this, too, the duty of the English Government is clear. The Chinese war junks may be very excellent vessels of their kind, and to the Mongolian mind may possibly convey a sense of marvellour power; but, when English lives and English commerce are at stake, we cannot trifle or leave the business in their hands. Let the Chinese send war junks if they please. They propose to do so, and it is no business of ours to prevent them. But a few swift gunboats, ready to launch the pinnace and cutter, and drive out the pirates from their dens, will effect more than all the Chinese and Japanese navies combined, and in a very short time will make piracy so poor and unremunerative a trade, as well as an exceedingly risky one, that intelligent and even unprincipled Malayans and Chinese will betake themselves to more peaceful and less dangerous rogueries. Scenes such as that acted on board the *Spark* ought not to be repeated, and Englishmen, who bear the burden of an expensive navy, have a right to demand that ships in sufficient numbers and of suitable condition be employed without loss of time in ridding the Indian Ocean of the curse which now afflicts it. At a moment when we are attempting to defend the slaves of Central Africa from the greed of Zanzibar traders, we must not overlook the interests of a vast section of our maritime commerce. Chinese pirates, at any rate, must be extirpated from the seas they infest.

THE ATCHIN WAR.

(MORNING POST.)

The operations of the Dutch force in Atchin appear to have been more active during the last two months than at any time since the main body of the army was removed to Batavia in April last. Although information has been received by telegram up to the 2nd inst. there has not been any detailed intelligence of later date than that which has just come to hand *vid* Penang, and which gives an account of the position of affairs as recently as the 16th August. From these accounts it is evident that the Dutch are extending their hold on the country. In the early part of July they advanced their position considerably to the eastward after some hard struggling, and on the west they have made some little progress beyond the point at which they first landed. The health, too, of the army is better, and on the whole they seem really to possess now a better prospect of ultimate success than they have hitherto enjoyed. But though they may believe that they now see the beginning of the end, the end itself is yet a long way off. The circumstances by which they are surrounded are unfavourable; disease, though less prevalent, is still actively engaged on the side of the Atchinese, and, albeit that cholera and dysentery are disappearing, there is still that subtle enemy —low fever—in the field which overthrows the strongest in a very short time. Thus the invading force is always below its proper strength, and much time is wasted in forced inactivity. True, the victims of disease are replaced by fresh men continually, but even then the army is inadequate to the task assigned to it. Everything, too, connected with the struggle shows that the race against whom they are fighting are almost indomitable; like the people of this country, they seem not to know when they are beaten. Look at the affair at Campong Surian —where men impaled themselves on the bayonets of the attacking party rather than surrender, and refused to receive quarter, even endeavouring to provoke their assailants to cruelty rather than accept mercy at their hands. In a tactical point of view their fighting is not to be despised; they take advantage of every opportunity to harass their enemies, actually climbing trees in order to pick off the soldiers within the forts, and their rapidity in throwing up earthworks is remarkable. Those who have followed the course of this war in Sumatra will remember how in the early part of the year at Mashagat the Dutch fell into a trap similar to that laid for them on the 26th of July last, and by which they were again deluded. These things are evidences of the resources, pertinacity, and perseverance of the Atchinese in maintaining the defence of their country, and it is pitiable to think that, after all, their energy will not secure to them the possession of their own land in independence. The time when the termination of the struggle will arrive is probably still distant, and it would be indeed well if the further expenditure of blood and money that must take place before it shall come could be obviated. The Dutch have now lost a valuable friend by the death of the Junku of Marahsa, which will perhaps be a very disadvantageous event for their own cause; report, too, says, we know not whether truly or not, that their commander is wounded. Taking these matters into consideration, and looking at the costs in men and treasure which further operations will involve, it would seem that the present juncture is one when the Netherlands Government might be peculiarly ready to listen to mediatorial overtures. There is not a shadow of doubt that the wisest course they could pursue would be to retire from this war, which has already cost them so dear, and those who, from being close to the scene of strife, have, perhaps, better facilities than ourselves for judging the temper of the combatants and the prospects of the strife, do not hesitate to express the opinion that intervention would be welcome to both parties, and that, if they could do so with honour, the Dutch would gladly abandon their designs upon Atchin.

THE SINGAPORE GAS COMPANY.

The report of the directors of the Singapore Gas Company for the half-year ending 30th June, to be presented to the shareholders at the meeting on the 27th inst., is as follows:—

The directors have the satisfaction of reporting continued progress in the lighting of Singapore, for particulars of which they refer to the report from their engineer and manager, Mr. E. J. Wells. The balance sheet to 30th June, 1874, and appended to this report, shows the financial position of the Company. The directors have written off for depreciation of works and plant, and off the expenses of first establishment, as per balance sheet, at the rate of one per cent. per annum for the present half-year, and one half per cent. per annum for the half-year ending December 31st, 1870, making one per cent. for that half-year. The profit for the half-year after writing off these sums amounts to £1,865 13s. 4d., which together with £62 4s. 2d., the unappropriated profit of the preceding half-year, makes the available balance £1,927 17s. 6d.; out of this sum the directors recommend the declaration of a dividend at the rate of 7½ per cent. per annum, less income tax, on the amounts paid up on the Preference and Original capital, the balance of £77 4s. 9d. to be carried forward to the profit of the succeeding half-year. The dividend to be payable on November 20th.

The following are extracts from the report of Mr. Wells, Engineer and Manager:—

In the gas rental there has been a steady increase, if we compare the working with the previous half-year; the increase on the private gas rental (not including illuminations) has been $469.41. Coke sales have not been so good as last half-year. Tar and other products have improved, so that upon the whole the sales of residual products have been satisfactory. Rates of exchange have been seriously adverse to the Company for a long time past, and still continue so. Heavy losses are shown in this half-year's accounts, both on remittances and on the payments for coals. During the half-year the only addition here to Capital account has been the proportionate allowance for new services laid. Beyond the ordinary wear and tear expenses, no outlay has been incurred in the general works department. All the plant and machinery are in a state of efficiency, and the buildings are in good repair; No. 1 gas holder shows no signs of decay, and No. 2 is working satisfactorily. The present process of purification still remains satisfactory, and is working well. Throughout the half-year the full standard of illuminating power has been maintained, and the gas kept free from impurities. The loss or deficiency on the half-year has been 12¼ per cent. The arrears are slightly in excess of last half-year, but upon the whole the collection of the rental, &c., has been satisfactory, as $32,206.71 has been collected and paid to-bank.

At the end of May 113 tons of Bengal coal was received. Its working with Australian coal was satisfactory; if we can obtain low rates of freight we could draw a portion of our supplies from this source; the price of Bengal coal is rupees 10·8, free on board, or equal to 21s. per ton. A small sample of other coals from the Straits has been sent to me for testing, and it is stated that there is a large quantity from where it was taken. This was tried in actual working, the results were quite satisfactory. I have engaged to take 150 to 200 tons as soon as it can be brought to Singapore. The Japan and Formosa coals are very highly spoken of, but up to the present time I have had no opportunity of trying them. I have no doubt that the Sarawak coal will soon be in the market. As to whether it will be to the advantage of the Company to use all Australian coal remains to be proved.

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PORTUGAL.

(FROM OUR OWN CORRESPONDENT.)

LISBON, OCT. 3.

Since my last nothing of importance has occurred with regard to our internal policy. In the provinces of the north some Carlists have been a little troublesome, but the Portuguese troops have received orders to prevent their entrance or communication with our territory. It is known that in Portugal there are many persons in connection with the Carlists, and money, material, and persons have been sent to the partisans of Don Carlos. Some time ago some materials of war and military uniforms were discovered in Valença, province of Meinho, together with documents proving the purchase of guns in Lisbon. It was evident by the same documents that important personages in Portugal were implicated in managing those preparations. All the circumstances of the case have been reported to the Government. The Liberals urge the necessity of taking immediate action against those who favour the Carlists, but the Government do not seem to think that there is any danger. The Miguelite party is weak, and they are not likely to give much trouble, unless the Carlist cause seems more in the ascendant than it is at present.

The Lisbon and Oporto papers are still discussing the subject of German interference in Spanish matters. It is supposed that Germany intends to protect the Government of Serrano, and afterwards place a monarch on the throne. The monarch, they say, is the King of Portugal, who will be King of the two Kingdoms. It is generally believed that Don Luiz I. would not accept the Crown, and that the people of the two countries would refuse any imposition of the kind. The opposition parties have circulated the idea that the Government wish his Majesty to accept the proposals of Germany, and that consequently in a short time we shall be involved in a continental difficulty. This of course is not so; his Majesty is not likely to attach himself to any such policy.

The day before yesterday 6,000 men, consisting of artillery, cavalry, and infantry, went to exercise a few miles from the town. The forces were divided into two divisions; one marched from Luz, and the other from Ameireoira, to the spot chosen. The exercise lasted six hours. The Royal family, all the Ministers, and about 20,000 persons were present.

The Government have undertaken a great work of improvement in Lisbon. The work consists of a new embankment on the north margin of the Tagus, to the extent of one league. The company agree to form docks, a railway between the arsenal and Belem, and build warehouses. The principal founder is the Prince Adam Wirzniereki, resident in Paris. As soon as these works shall have been completed Lisbon will possess the most splendid boulevard in the world.

On the 18th of last month there was a diplomatic dinner party in the house of the *Chargé d'Affaires* of Brazil, Mr. Macedo. There were present the Minister of Foreign Affairs, the Minister of Finances, the German Minister, Mr. Caelho d'Almeida, Minister of Portugal in Vienna, and many other notable persons belonging to the Diplomatic Corps.

Mr. Robert Inness, partner of the old established house of Medlicott and Co., and the oldest English resident in Lisbon, died on the 24th of last month.

The 28th was the eleventh birthday of the Royal Prince, Don Carlos, son of the King. As the Royal family is in the fortress of Cascaes for the bathing season, their Majesties received the congratulations there.

BANK AND MISCELLANEOUS SHARES.

Shares.	———	Paid.	Closing Prices.
	JOINT-STOCK BANKS.		
£10	Agra...	All	8 to 8⅛
25	Bank of Egypt	All	46 to 48
20	Chartered of India, Aust., and China	All	15 to 16
25	Chartered Merc. of India and China ...	All	24½ to 25½
20	City	10	14⅛ to 14⅝
100	Colonial	30	59 to 61
500fr.	Comptoir D'Escompte de Paris	All	545 fr.
Th.200	Deutsche	All	Th.186
£28½	Hong Kong and Shanghai	All	26 to 28
50	Imperial	15	17 to 18
50	London and County	20	64 to 65
50	London Joint-Stock	15	49½ to 50½
100	London and Westminster	20	77½ to 78½
25	Oriental	All	46 to 47
50	Union of London	15	47 to 48
	TELEGRAPH COMPANIES.		
10	Eastern Extension Australia and China	All	8⅛ to 8⅝
10	Eastern Telegraph	All	8⅛ to 8⅝
10	Great Northern	All	10½ to 11½
25	Indo-European	All	17½ to 18½
10	Mediterranean Extension	All	4 to 4½
12	Telegraph Construction Company ...	All	30 to 30½
20	India-rub., Gutta-perc., & Teleg. Works	All	21 to 23
8	Reuter's	All	11½ to 12
	INSURANCE COMPANIES.		
20	British and Foreign Marine	4	
50	Commercial Union	5	4½ to 5
20	Globe Marine	4	1½ to 0½ dis.
50	Home and Colonial Marine	5	2½ to 2 dis.
10	Imperial Marine	3	
20	London and Provincial Marine... ...	2	1 to 1½ pm.
10	Merchants' Marine	2	1½ to 1 dis.
50	North British and Mercantile	6½	28½ to 29½
25	Ocean Marine	5	4½ to 4⅞ pm.
20	Thames and Mersey	2	3½ to 4 pm.
20	Thetis Marine	5	5½ to 4½ dis.
50	Union Marine, Liverpool	5	
20	Universal Marine...	5	4 to 5 pm.
	TEA COMPANIES.		
50	Assam	20	39 to 41
20	British Indian	All	7½ to 8
20	Darjeeling	All	16 to 18
10	Eastern Assam	All	3½ to 4
20	Jorehaut, Limited...	All	48 to 50
20	Do.	14	16 to 17 pm.
10	Lelong	All	12 to 13
10	Upper Assam	All	1½ to 2
	MISCELLANEOUS COMPANIES.		
20	Ceylon	All	13½ to 14½
20	Do.	10	4½ to 4 dis.
20	Do.	5	3 to 2½ dis.
50	Colonial	20	13 to 11 dis.
5	Credit Foncier of England	All	3 to 3½
10	General Credit and Discount	7½	1½ to 1⅞ pm.
21	Hong Kong Gas	All	— —
10	International Finance	5	1½ to 1½ dis.
25	National Discount	5	10¾ to 11½
500fr.	Messageries Maritimes of France ...	All	587½ fr.
£50	P. and O. Steam	All	56 to 58
50	Do. Do. 1867	10	⅛ dis. to ¼ pm.
100	Royal Mail Steam...	60	79 to 82
402fr.	Suez Canal	—	421½ fr.
£98	Japan Loan, 9 per cent.	All	102 to 104
92½	Do. 7 per cent....	All	93 to 95

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THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s., 1s. 1½d., 2s., and 2s. 3d. each. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

K. de PIOTROWSKI,

COMMISSION MERCHANT & GENERAL AGENT

HIOGO-KOBE.

JAPAN.

Agent for the *London and China Express.*

KEATING'S COUGH LOZENGES.

The best and safest remedy for COUGHS, ASTHMA COLDS, HOARSENESS, CONSUMPTION (Incipient) ACCUMULATION OF PHLEGM. These Lozenges contain no opium nor any deleterious drug, therefore the most delicate can take them with perfect confidence. No remedy is so speedy and certain in its beneficial effects.

Sold in Bottles of various sizes.

KEATING'S BON BONS OR WORM TABLETS,

A PURELY VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL or THREAD WORMS. It is a perfectly safe and mild preparation, and is especially adapted for children.

Sold in Bottles of various sizes by all Chemists and Druggists.

CAUTION.—☞ The public are requested to observe that all the above preparations bear the Trade Mark as herein shown.

THOMAS KEATING,
London,
EXPORT CHEMIST AND DRUGGIST.
Indents for pure Drugs and Chemicals carefully executed.

OSLER'S GLASS CHANDELIERS.

WALL LIGHTS AND LUSTRES FOR CHANDELIERS IN BRONZE AND ORMOLU

KEROSENE, MODERATOR AND OTHER LAMPS FOR INDIA AND HOME USE.

TABLE GLASS OF ALL KINDS.

ORNAMENTAL GLASS, ENGLISH AND FOREIGN

LONDON—Show Rooms, 45, Oxford-street, W.
BIRMINGHAM—Manufactory and Show Rooms, Broad-street. Established 1807.

GRAND HOTEL COMPANY.

YOKOHAMA, JAPAN.

THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steam ship lines in and out of Yokohama.

J. LYONS, Manager.
W. H. SMITH, Managing Director

GRAND HOTEL, VENICE.

FORMERLY HOTEL NEW YORK.

ON the Grand Canal. First-class house, with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

HOTEL THIERGARTEN—BERLIN.

SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all other conveniences.

HOTEL DES DEUX MONDES,

PARIS, 8, RUE D'ANTIN.

FIRST-CLASS English Family Hotel. Highly recommended.

LICK HOUSE HOTEL, SAN FRANCISCO.

AN old-established and thoroughly comfortable Hotel, in a central position. Large Dining Saloon, Restaurant, Reading Rooms, &c.

FIFTH-AVENUE HOTEL, NEW YORK.

ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

HOTEL ANGLETERRE, NAPLES.

THIS Hotel is most pleasantly situated in front of the Royal Gardens, and can be highly recommended to passengers per Messageries steamers to and from India, China, &c.

HOTEL KRON PRINSEN HAMBURG.

SITUATED on the Alster. A first-class House, at moderate prices.

HOTEL CASTIGLIONE—PARIS.

SITUATED in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from f.50 to f.4 per day Restaurant, Table d'Hote, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the establishment.

12, RUE CASTIGLIONE, 12.

HOTEL DE LA VILLE, TRIESTE.

PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt water Baths.

Restaurant, Cafe, and Reading Room, with English French, and German papers, and the *London and China Express*. Omnibus attends the trains.

CHARGES MODERATE.

COWASJEE DINSHAW,

Close to the Landing Place, Depot of EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c. &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers
The *London and China Express* on Sale.

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VIOLET, PARIS.

VIOLET, PARIS.

VIOLET'S

SPECIALLY RECOMMENDED AND PATENTED

PERFUMERY,

PARIS, 225, RUE ST. DENIS (FORMERLY 317).

NOTICE.

VIOLET'S Toilet Soaps are the only Soaps which, neutralised by carbonic acid, do not contain caustic alkali in the free state, and which are, consequently, inoffensive to the skin; they are detergent, oily, softening, and are perfectly suited for the sanitary purposes of the toilet, for shaving, and for the bath.

ROYAL SOAP OF THRIDACE.

The only Soap recommended by medical celebrities for hygienic purposes and he beauty of the skin.

The creamy froth constitutes a nutritive lotion, which preserves the brightness, he freshness, and the suppleness of the skin, and increases its whiteness.

VELOUTINE SOAP.

new composition of Glycerine and Bismuth.

EMAILLINE,

A NEW PASTE DENTIFRICE.

This composition preserves the enamel of the teeth, increases their whiteness, and exercises a hygienic action on the gums, which are kept in a firm, fresh, and rosy condition.

BALM OF VIOLETS.

A nutritive melting Pomade, for preserving and improving the hair.

VIOLET TOILET WATER.

For softening, strengthening, and refreshing the skin.

FROTHY COLD CREAM.

(THE SECRET OF BEAUTY.)

For refreshing the tissues of the skin.

OIL A LA DUCHESSE.

For preserving and giving brightness and softness to the skin.

ACIDULATE OF VIOLETS.

A liquid compound of refreshing flowers.

GLYCEROLE AUX ROSES DE PROVINS.

A hygienic lotion, strengthening and refreshing, for the special use of the ladies' toilet.

POWDER OF THE FLOWERS OF CASHMERE.

INVISIBLE AND ADHERENT

For giving whiteness velvety softness, and freshness to the skin.

CREAM OF BEAUTY.

(The basis being Glycerine and Bismuth.)

Freshness, velvety softness, and youthful brightness of complexion.

This extremely delicate preparation, in which the plastic properties of bismuth are associated with the hygienic virtues of glycerine, contains, but in a still greater degree, all the essential elements of the Crême Pompadour. This composition is the most efficacious for making wrinkles disappear, and for preserving and restoring to the complexion the natural freshness of youth.

CREME POMPADOUR.

For preventing wrinkles and refreshing the face.

SERKIS DES HAREMS.

Prepared according to the Oriental formula.

TRIPLE EXTRACTS OF SCENTS.

Concentrated Perfumes for the Handkerchief.

Ess. de Bouquet—Brise de Violettes—Jockey Club—Fleurs de France—Brise de Mai.

WATER AND POWDER DENTIFRICES.

Cleanse the mouth and preserve the enamel.

PASTILLE AMBROSIAQUES.

Au Mastic de Chio.

For imparting freshness and sweetness to the breath.

GLYCERINES PARFUMEES.

Indispensable for preserving the health, beauty, and freshness of the skin

SACHETS AND SULTANES.

For linen and handkerchiefs. Oriental perfumes for apartments.

BOX OF YOUTH.

A mysterious Chest, enclosing secret talismans for beauty.

COLD CREAM OF THE FLOWERS OF CASHMERE.

A softening preparation for the complexion.

TRIPLE WATERS OF COLOGNE.

Very concentrated.

For the Toilet and the Handkerchief.

Ambrée—Musquée—Etherée.

EAU LAJEUNE,

For dyeing (without any discolouration of the skin) the hair, the beard, the eyelashes, and eyebrows, a flaxen, brown, chestnut, or black colour

CHIEF DEPOT:—MAISON VIOLET.

Depots in all the Cities of the World. In order to avoid counterfeits, require to see the Mark of the Manufacturer.

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PRIZE MEDALS, 1851. **BURROUGHES & WATTS,** PRIZE MEDALS, 1862.

OLE CONTRACTORS TO HER MAJESTY'S WAR DEPARTMENT AND ADMIRALTY.

Manufacturers of Oil Lamps, Gas Fittings, Settees, Lounges, Seats of all descriptions, and fittings for a Billiard Room.

Billiard Tables, all sizes, from 4ft. to 12ft.; Cloths for Tables, 12 × 6, from £4 10s.

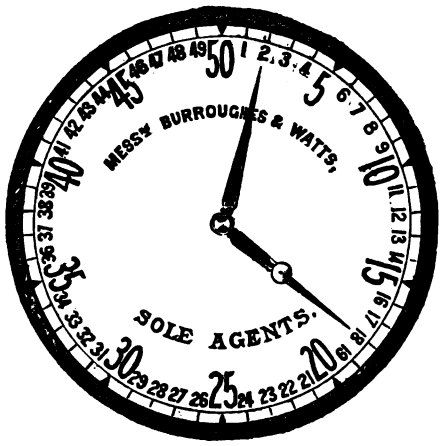
Cook (Champion) made the largest break on a B. & W. Table (936).

200 Tables on View.

500 in process of Manufacture.

Timber for 2,000 in Stock.

Sole Agents for the Patent Electric Marker, to mark the game from any cushion without moving from the table; the most convenient and best marker in the world, price £10 10s.



Cook (Champion) and Bennett (ex-Champion) use B. and W. Tables for their Matches and in their Rooms (twenty always in play).

—o—

Solid Mahogany full-sized Billiard Tables, complete with all fittings for Billiards, Pool, and Pyramids, from £105; all charges paid, including insurance and freight, to Bombay, Madras, Calcutta, China, Yokohama, &c.

19, SOHO SQUARE, LONDON, W.C.

SPECIAL NOTICE.—SUEZ CANAL.—Under contract with H.M. Government.—The PENINSULAR AND ORIENTAL COMPANY'S weekly steamers now proceed through the SUEZ CANAL with H.M. mails to Bombay and Calcutta alternately.

OVERLAND ROUTE and SUEZ CANAL.—Under contract for the conveyance of the Mails to the Mediterranean, India, China, Japan, and Australia. The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, from Venice every Friday, and from Brindisi, with the Overland Mails, every Monday.

Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
Cathay ...	2,982	450	Oct. 15	Mediterranean, Aden, Bombay.
*Peshawur	3,781	600	Oct. 22	Mediterranean, Aden, Ceylon, Madras, Cal, cutta, Straits, China-Japan, and Australia.
Malwa ...	2,933	450	Oct. 29	Mediterranean, Aden, Bombay.
*Khedive...	3,742	600	Nov. 5	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Tanjore...	2,245	400	Nov. 12	Mediterranean, Aden, Bombay.
*Pekin.....	3,777	600	Nov. 19	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Indus ...	3,478	500	Nov. 26	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Sindh	... Oct.	25	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Anadyr	... Nov.	8		
Provence	... Nov.	22		
Tigre	... Dec.	6		
Amazone	... Dec.	20		

The Steamers of the 25th Oct., 22nd Nov, and 20th Dec., connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 8th Nov., and 6th Dec. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. Fletcher and Co., Liverpool; or to Smith and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

THE "JAVA" STEAMSHIP COMPANY, AMSTERDAM. Direct monthly route to BATAVIA, SAMARANG, and SOURABAYA, taking goods at through rates from Holland and England to all other ports of the Dutch possessions.

Also for Egypt and Singapore.

A steamer calls at Southampton for goods and passengers once a month.

All the steamers have splendid passenger accommodation, and carry his Netherland Majesty's mail, troops, bullion, &c.

Apply for Freight and Passage to the Manager, T. C. Schol, Amsterdam; or to the Agents for England, J. N. Sears and Co., 17, Fenchurch-street, London.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenroy	100 A1	2,121	250	Oct.
Glengyle	100 A1	1,676	200	To follow
Glenfinlas	100 A1	2,120	330	To follow
Glenartney	100 A1	2,106	330	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glenearn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Gleneagles	100 A1	2,120	330	New boat

For terms of Freight and Passage apply to McGregor, Gow, and Co., No. 1, East India-avenue, London.

SHAW, MAXTON, and CO. will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Shanghai ...	Belted Will	A1 14 yr.	812	S.W.I.	With des
Foochow.....	Zoroya.....	A1 13 yr.	383	St.Kth	With des

For Freight or Passage apply to Shaw, Maxton, and Co., 2, Royal Exchange-buildings, London, E.C.

CASTLE LINE OF STEAM PACKETS FROM LONDON FOR SINGAPORE, HONG KONG, AND SHANGHAI.—The magnificent, new, Clyde-built steamship GLAMIS CASTLE, 2,380 tons, 100 A 1, 300-horse power, nominal, W. HOLMES, Commander; will load in the South West India Dock. The attention of shippers and passengers is directed to this splendid steamer. She has excellent accommodation for cabin passengers.

For Freight or Passage apply to Thomas Skinner and Co., 5, East India-avenue, Leadenhall-street, E.C.

Steam via the Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, YOKOHAMA, HIOGO, and NAGASAKI, with liberty to call at Falmouth to embark passengers. Taking cargo for transhipment to Java, Australia, &c., at through rates at shippers' risk. Last shipping day, October 30. The splendid new Clyde-built full-powered screw steamer MONTGOMERYSHIRE, 100 A1, 1,750 tons gross register; 1,150 tons net register; 200-horse power nominal; J. REYNOLDS, Commander; East India Docks. This magnificent steamer, built especially for the China trade has elegant and spacious accommodation for saloon passengers replete with every comfort.

For Freight or Passage apply to the owners, D. J. Jenkins and Co., 17, Lime-street, E.C.; or to Norris and Joyner, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

YOKOHAMA and HIOGO.—The favourite clipper WALTON, A1 10 years, South West India Dock, with quick despatch. The "Ada," A1 17 years, to follow. Robertson and Co., No. 5, Newman's-court, Cornhill, E.C., London.

THE CHINA LINE OF STEAMERS via SUEZ CANAL, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates at shippers' risk; last shipping day, 16th October; the magnificent new full-powered screw steamer HANKOW, 100 A1, 2,332 tons register, 450-horse power nominal; W. SYMINGTON, Commander; South West India Docks. This splendid steamer, built especially for the China trade by Messrs. C. Mitchell and Co., Walker-on-Tyne, is expected to prove herself the fastest steamship in the trade. Has elegant accommodation for first-class passengers, replete with every comfort. Will carry a surgeon and stewardess if necessary.

For Freight or Passage apply to the Owners, Watts, Milburn, and Co., 85, Gracechurch-street; or to Norris and Joyner, 126, Bishspogate-street Within, E.C. (corner of Cornhill).

Steam via the Suez Canal.

TO SINGAPORE, YOKOHAMA, HIOGO, AND NAGASAKI, with liberty to call at Hong Kong, last shipping day, 15th October; the favourite full-powered screw steamer CALABAR, 20 years in Liverpool book; 1,300 tons gross, 800 nett register; 380-horse power nominal, 1,900 effective; R. W. HUTCHISON, Commander; East India Docks. This magnificent steamer having been built for mail service has unusually spacious and well ventilated accommodation for saloon passengers.

For freight or passage apply to J. and R. Grant, 1, Leadenhall-street, E.C.; or to Norris and Joyner, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

CHINA.

THE following SPLENDID First-class CLIPPERS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Eleanor	A1 13 yr.	S.W.I.D.	To follow
Hong Kong	Osaka	A1 17 yr.	E.I.D.	To follow

Apply to Killick, Martin, and Co., 10, George-yard, Lombard-street, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

	Tons	Brokers.	To Sail.
LONDON.			
Glenroy, s.s. ...	2,121	McGregor, Gow, & Co.	Oct.
Hankow, s.s.... ...	2,332	Norris & Joyner...	Oct. 17
Calabar, s.s.... ...	1,300	Norris & Joyner...	Oct. 15
Montgomeryshire, s.s.	1,750	Norris & Joyner...	Nov.
Kingdom of Saxony	538	Wright Bros. & Co.	Nov. 10
LIVERPOOL.			
Menelaus, s.s. ...	1,519	Alfred Holt ...	Oct. 20
Sarpedon, s.s. ...	1,519	„ ...	Oct. 20
Ajax, s.s.	1,540	„ ...	—
GLASGOW.			
Brisbane, s.s. ...	1,500	T. Skinner & Co.	Oct. 17

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MacTaggart, Tidman, and Co., 34, Leadenhall-street, E.C.

Printed for the Proprietors by Woodfall and Kinder Milford-lane, Strand, W.C., and published by James West, at the Office of the "London and China Telegraph," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Wednesday, Oct. 14, 1874.

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VIA BRINDISI.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 582.] LONDON, MONDAY, OCT. 26, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Oct. 26.
Japan—Yokohama	July 24	Sept. 7	Sept. 12*
Yedo			
Osaka and Hiogo	„ 10	„ 1	„ 9*
Hakodadi	—	—	„ 5*
Nagasaki	—	—	Aug. 26
China—Peking	—	—	„ 30
Tien-tsin	—	—	„ 30
Chefoo	—	—	„ 20
New-chwang	—	—	„ 10
Hankow	„ 10	Aug. 22	Sept. 1
Kiu-kiang	—	—	„ 2
Chin-kiang			
Shanghai	„ 24	Sept. 3	„ 6
Ningpo	—	—	„ 4
Foochow	„ 24	„ 2	„ 6
Formosa	—	—	Aug. 31
Amoy	—	—	Sept. 7
Swatow	—	—	„ 8
Hong Kong	„ 31	„ 7	„ 12
Canton	—	—	„ 10
Macao	—	—	„ 11
Philippines—			
Manila	„ 17	Aug. 23	„ 2
Cochin-China			
Saigon	„ 31	Sept. 1	„ 10
Siam — Bangkok	„ 31	„ 9	„ 12
Borneo –			
Labuan	—	—	„ 9
Sarawak	—	—	„ 15
Java — Batavia	Aug. 7	„ 9	„ 14
Samarang	—	—	„ 8
Sourabaya	-	—	„ 10
Malacca Straits—			
Singapore	„ 21	„ 19	„ 19
Penang	„ 21	„ 17	„ 21
Ceylon—			
Galle	Sept. 4	„ 24	Oct. 1
Colombo	„ 4	„ 26	Sept. 29

* By Pacific mail *via* San Francisco.

THE MAILS, &c.

The P. and O. and Pacific mails, with the advices dated as above, were delivered, *via* Brindisi and *via* San Francisco respectively, this morning, their due date. The next inward (French) mail, bringing advices Yokohama 9th, Shanghai 13th, Hong Kong 19th, Singapore 28th Sept., which is due, *via* Marseilles, on Monday next, the 2nd proximo, left Galle on its due date, the 6th inst.

The Saigon-Hong Kong section of the Eastern Extension Telegraph Company's cables, and the Great Northern Company's cables between Amoy and Hong Kong and between Amoy and Shanghai, which were lately interrupted, have been repaired.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Malta*, arrived Oct. 23.—To Venice.—From Hong Kong: Mr. S. Fell. From Galle: Mr. Dickson, Mr. Shrine.

To Southampton.—From Hong Kong: Mr. J. Smith. From Yokohama: Mr. E. George, Dr. Wilson, Mr. E. Doboyer. From Hong Kong: Captain Lindhall, Mr. Bull, Mr. E. Clegg, Mr. Eumor, Mr. J. Barks, Mr. D. MacCullen, Mr. W. Mason, Mr. W. Searle, Mrs. Leonard, Mrs. O. S. Bull. From Singapore: Mr. G. Newton, Mrs. Isemonger, Mr. W. Dresdale, Mr. G. Masson, Mr. S. Seeley, Mr. J. Bell, Mr. J. Seamur, Mr. J. Jackson, Mr. W. Carpenter, Mr. B. Doran, Mr. Parkenhurst.

PASSENGERS OUTWARD.

Per French steamer *Sindh*, Oct. 25.—To Yokohama: Rev. H. Evington, Mr. Bateman, Mr. Sano. To Hong Kong: Bishop of Victoria and Mrs. Burdon, Rev. G. H. Sedgwick, Mr. May, Mr. C. Carroll and family, Mr. Sprecht, Governor of Macao and suite. To Shanghai: Mr. Cleave, Mr. Duval, Mrs. Little, Mr. Leopold Lefebre, seven Missionaries, three Sisters of Mercy. To Saigon: Admiral Duperre and suite, Mr. A. Spooner, Mr. De Beaumont. To Batavia: Mr. A. Erni, Mr. and Mrs. Holland and family, Mr. and Mrs. Carp, Mr. Hoert, Mr. Duert. To Singapore: Mr. Gray, Mrs. Alabaster, Mr. Perez, Mr. Du Courthal. To Galle: Mr. and Mrs. Vandespar, Miss Eidenberg.

Per French steamer *Anadyr*, Nov. 8.—To Yokohama: The Japanese Minister and suite. To Shanghai: Mr. Gruerry, five Sisters of Mercy, Mr. J. Ure, Mr. Bray, Mr. C. Thorne. To Batavia: Mr. and Mrs. Brevet, Mr. Schreiner, Mr. W. W. Cook, Mr. E. Rose. To Hong Kong: Mr. A. W. Burn, Mr. E. Pye, Mr. F. Leyburn, Mr. C. Petersen. To Galle: Mrs. Block, Mr. G. L. Reid.

Per French steamer *Provence*, Nov. 23.—To Yokohama: Mr. Pateman. To Galle: Mr. Journy, Mr. Ollivam, Mr. Broyer. To Batavia: Mr. M. Breyer. To Saigon: Mr. Lalanne.

Per P. and O. steamer *Peshawur*, from Southampton, Oct. 22.—To Ceylon: Mr. Hull, Mr. A. G. Brown, Mr. de Winton, Mr. Borney, Mr. A. J. Davids. To Yokohama: J. B. Stevens. To Shanghai: Mrs. Carey. To Singapore: Mr. H. V. S. Davids, Miss A. Whitford.

Per P. and O. steamer *Sinai*, from Brindisi, Oct. 26.—To Singapore: His Excellency Governor Cairns, C.M.G., Mr. A. P. Maudsley.

Per P. and O. steamer *Malta*, from Brindisi, Nov. 2.—To Ceylon: Mr. G. B. Leechman.

Per P. and O. steamer from Southampton, Nov. 5.—To Ceylon: Mr. A. Wise.

Per P. and O. steamer *Sumatra*, from Venice, Nov. 13.—To Singapore: Mr. and Mrs. C. P. Rowland.

Per P. and O. steamer *Sumatra* from Brindisi, Nov. 16.—To Ceylon: Mrs. and Miss Delmege.

Per steamer *Hankow*, from London, 23rd Oct.—For Penang: Mr. F. Herzberg. For Singapore: Mr. W. Lowson, Mr. Fortescue L. Gueritz. For Hong Kong: Mr. Arthur Travers, Mr. W. Barney. For Shanghai: Miss Elizabeth Carnin, Mr. James Ball, Mr. Percy Young, Mr. Paul Sphon.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present P. and O. mail brings advices from this port to the 2nd Sept.; and by the Pacific mail we have ten days later news, viz., to the 12th Sept.; the French mail from London, 17th July, arrived out on the 1st Sept., and the following P. and O. mail of 24th July was received on the 7th Sept. The following summary of news is from the *Japan Mail*:—

The attitude of the Chinese in respect of the Formosa question naturally continues to be the great subject of discussion and speculation. It is generally believed that telegrams were received by the Government on the 1st Sept., announcing that the negotiations which Yanigawara was conducting at Peking had been broken off. Okubo, the Envoy Extraordinary, would have arrived on the 27th Aug., and sufficient time has elapsed for him to have reported by telegraph the result of his own interviews with the Chinese Minister for Foreign Affairs. Indeed, rumours are afloat that he has telegraphed regarding the extremely difficult phase the negotiations have assumed. But on all these points nothing is known for certain—all is mere vague rumour, and any pretence to pronounce with certainty what is actually the state of the negotiations must be received with entire suspicion.

Meanwhile the Government is displaying abundant activity in preparing for war. A call has been made upon all men between twenty and thirty years of age to hold themselves in readiness for service, nor is any want of alacrity shown in responding to it. It is said that the Satsuma clan alone has offered 18,000 men whom it is prepared to equip and maintain, and the warlike spirit of the nation certainly presents a great contrast—as far as reports may be trusted—to the attitude of the Chinese, who, though certainly excited, display great unwillingness to enlist, and desert in hundreds after having enrolled. It may be fairly expected that the large figures which have been used in regard to the number of troops the Chinese can move and command against the Japanese represent a great sham—a mere paper army—though there is a great deal said about them. China is undoubtedly greatly irritated by the action of the Japanese on the Formosa coast, and is anxious not only to prove the unjustifiable nature of this action, but also her power to dislodge and chastise the Japanese for what she considers their contumacy. War is regarded as inevitable by the foreigners in both countries, and it is difficult to understand how it can possibly be avoided. Yet one great fact must be borne in mind; China does not want to go to war—she is not a warlike nation; and Japan, though perhaps determined not to retire from the position she has assumed without an acknowledgment

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from China that she was justified in her course of action, and a promise that the Formosan coast shall be rendered safe for the future, can only enter upon war at the expense of the movement the nation has for some years been making in the direction of Western civilisation, and a draft upon her resources which must prove a heavy burden to her. It is needless to say that the prospect of war is regarded with great misgiving by the large number of foreigners in Japanese employ. To the majority it must involve the destruction of their present means of livelihood, and —what they cannot but regard with regret—the gradual falling into ruin of much of the work they have built up.

It has been reported that the cash balance of the Government has been much reduced by the expenditure on steamers and military stores necessitated by the preparations which are being made for war; but this is not so. The cash balance stands at 25,000,000 of yen, as in the budget last issued.

The Government has made a raid upon foreigners travelling for health or pleasure in the interior who have not furnished themselves with passports. Many have been threatened with being turned back, and have only escaped by the promise to get the requisite document by return of post, or by a given time. It may be remarked, however, that the orders from Yedo have been somewhat capriciously carried out—as is natural enough under these circumstances—and the demands made on some have been relaxed as regards others. In view of the fact that many of the residents have always been in the habit of visiting the favourite picturesque places in the vicinity of Yedo every year at this time, and have done so in most cases with the full knowledge and tacit consent of the authorities, it is somewhat hard that a rule compelling them to exhibit their passes should be made without fair previous notice that all travellers would be required to do so after a certain date. Of course it is for foreigners to comply fully with the terms of the regulations, and we recommend no one to start on his summer or autumn tour without his pass. But those who are now in the country, and who left previously to the issue of the late notification, should be treated with some indulgence, and time should be given them to communicate with their own authorities in order to get their passes. It must be remembered that there is no question here of stopping political incendiaries, or dangerous characters. The people now in the interior are, in ninety-nine cases out of a hundred, men bent on pleasure or in pursuit of health, vigorous but orderly young pedestrians, in some cases pursuing botanical, mineralogical or other scientific researches, or burning to conquer Fusiyama. To send such tourists back without fair notice, after having permitted them to roam unfettered during the past few years—a courtesy all of us are quite willing to acknowledge—is to entrap them into unintentional disobedience.

While the English naval officers under Capt. Douglass were testing some Krupp guns at Ishikwajima, one of the guns burst under the fourth round, without, however, injuring any of those who were carrying on the testing. The circumstances were these; the gun, one of Krupp's 70-pounders, had been fired three times with a 12lb. charge of powder and a 70lb. projectile. At the fourth round, 15lb. of powder and a 70lb. projectile were used; but the strain was too great, and the gun burst in almost every direction. One piece of metal weighing about five cwt. was carried 120 yards to the left, cutting away four piles and dislodging a number of stones each weighing about five cwt. lining the banks of the adjacent canal. The breech-piece was blown up into the air to a great height, and fell about sixty yards to the rear of the gun. No cause can be directly assigned for the accident.

The murderer of Mr. Haber has been found guilty, and sentenced to death. His sentence has been referred to Tokio for ratification, as is usual in all capital cases, before being carried into execution. The culprit, on being interrogated, expressed sorrow at his act being likely to cause trouble to the Government, but did not regret having killed a foreigner. He was securely bound when on his trial, and had to kneel down in Court. At times there was some levity in his manner, but he mostly hung down his head while the trial proceeded.

A petition has been sent in to the Consuls requesting them to call the attention of the local Japanese authorities to the distracting noise made by the coolies employed in dragging loads through the streets, with a view to its suppression. How this noise has been permitted to irritate the residents of the settlement so long, without any serious effort on their part to abolish it, we can only conceive on one hypothesis, viz., that there are some who really enjoy it.

We learn that the Messageries Maritimes Company has resolved upon erecting a monument at Iruma, in memory of those who lost their lives by the shipwreck of the *Nil* in the month of March last. Monsieur Verny, Director of the Yokoska Arsenal, has undertaken to superintend its erection.

A painful case of suicide has taken place at the International Hotel. Mr. R. M. Bevill, formerly purser of the P. M. steamship *Oregonian*, was discovered by the attendant in his room wounded and covered with blood, and in an expiring state. Before medical assistance could be obtained the unfortunate gentleman had breathed his last. On examining the body some thirty-seven wounds were discovered, inflicted apparently by a pocket-knife, and a bottle of morphia half emptied, and a loaded pistol which were found near him, attested the determination to commit suicide.

The first telegraphic cable to connect Awomori in this island with the island of Yeso was laid on the 4th September. An accident prevented the laying of the second cable, but a further attempt is projected.

A return of the persons engaged in the preparation of salted provisions, &c., in the various sea-ports has been called for by the Government.

The Circus troupe of Signor Chiarini has been performing in Yokohama for the past fortnight with very fair success.

Numerous robberies are reported in Yokohama, and the negligence of the police is severely censured.

The subjoined items of intelligence are from the *Japan Herald*:—

It is with much regret that we have learnt that Mr. L. Haber, the Acting German Consul at Hakodate, has just been murdered by a samurai of the Akita Han, who surrendered immediately after the commission of the crime. It will be known to most of our readers that the unfortunate victim just assassinated established himself in business here as a general merchant, and that subsequently he transferred his business to Hakodate. It appears that on the 8th September there arrived at Hakodate a yakunin, about twenty-two years of age, from Akita, who was frequently seen at the tea-houses, and who was said to have been on his way to Yedo to finish his education. It seems that this man had, while staying at Hakodate, a dream wherein he saw one of the Kamis who prophecied evil to the Emperor through foreigners. The fanatical youth thought it his duty to avenge the wrongs the Kami had pointed out to him in his dream; but as he did not know where to find foreigners to sacrifice, he went to a temple to ask the gods to point out to him the right victim. It unfortunately happened that when the assassin had finished his prayer, poor Mr. Haber walked by quickly. The Japanese, to make quite sure of his victim being a foreigner, asked two women who were standing near if the man he saw was such, and on their replying in the affirmative, he tried to attract Mr. Haber's attention by throwing his umbrella at him, but the latter, without noticing it, passed quickly on. The Japanese then, without further waiting, drew his sword and made a cut. His victim took the alarm, and fled through a house and a garden, and whilst climbing over a hedge was overtaken by his pursuer, who with his sword hacked him literally into pieces. When the murderous work was done, the assassin, under threats of taking their lives, ordered some Japanese to throw water on the corpse of his victim; then the murderer went to a tea-house, and there recounted his achievement with great complacency, after which he surrendered himself to the authorities. The deceased gentleman has thus fallen a victim to the sword of a semi-lunatic or fanatic, and the case affords one more melancholy example of the great facilities which the carrying of such murderous weapons as Japanese swords afford to the crazy or evil-disposed to wreak their malevolent intentions. The Government should prohibit swords being worn.

The difficulty between China and Japan, relative to Formosa, still drags its slow length along, nothing definite having yet transpired respecting the state of the negotiations. It has been reported here that the efforts of Yanagiwara had failed to bring the matters in dispute to a satisfactory conclusion, and everything now turns, therefore, on the success which may attend the exertions of Okubo. Meanwhile, both nations are arming, and in Japan the conscription has been put in force amongst the lower classes of the population. China has, it is reported, negotiated a loan of some millions of taels for the purchase of warlike material, and is using every energy to fill up the ranks of her army and navy. Reports have reached here respecting the cowardice of the Chinese troops, the large quantity of desertions, &c., now taking place; but these require to be received with some caution, as it is shrewdly suspected that some of the foreign emissaries of the Japanese Government who are now in China on various missions have been at the bottom of these rumours, and that they have an interest in exaggerating these matters. In the meantime both sides are despatching reinforcements to the scene of action. The Japanese troops in Formosa are said to be suffering much from the intense heat, and to have many men sick.

The meeting of the famous deliberative assembly, which has been magnified by some into a parliament, has been postponed *sine die*. The ostensible cause is that the various officials of whom it is composed (for it is to be exclusively official) will be required in their own departments, in the event of there being any disturbances caused by the expected war.

The Japanese Government, in view of the steady drain on its finances caused by its warlike preparations, has issued a notification enjoining the strictest economy in the various *ken*.

The remaining balance due in respect of the Shimonoseki indemnity has been paid to the various Governments interested. The United States, having receded from their former position, have now received their share of the money.

A third telegraph wire will be shortly completed through

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from Tokio to Nagasaki, by means of which it is anticipated that the frequent vexatious breaks of communication which have taken place will be in a great measure obviated.

The case of Cocking and Singleton *v.* Rickett, which was decided in favour of defendant, has been reversed on appeal to Shanghai.

NAGASAKI.

(FROM A CORRESPONDENT, VIA SAN FRANCISCO.)

NAGASAKI, SEPT. 5.

The settlement is now a vast display of specimens of the wretched slop-work of the native builders, and the most annoying reminiscence the property-holding residents have in viewing their wrecked habitations is, that they have paid high and extreme prices for them to the native contractors, who appear to yearly get from bad to worse; if there is any criterion in the oldest buildings in numerous instances having stood the tempest best. The natives, I hear, have attempted to delude foreigners into the belief that the quantity of cargo destroyed is so great as to have affected its value considerably; but this, like all Japanese rumours, must be received with more than ordinary caution, or even be dismissed as next to worthless. Growing crops, perhaps, may have been destroyed, but those who know the resisting capabilities of the godowns owned by Japanese are not likely to believe that much stored cargo has suffered. A change for the better in the weather took place on the 1st inst., and almost every house-top has its contingent of plasterers on it, busy at work; at least one advantage will be to have a site formed of newly-plastered roofs. From observations made it will take nealry twelve months to get things back to their original state perhaps even longer still, for the Japanese appear to be taking no steps to even clear up this settlement or to render the jetties available for use in the dark. The work of getting off the stranded vessels had progressed considerably previous to the despatch of my last letter, and since then the iron-clad *Azuma kan* has been pumped dry and floated off. The work of getting her off was performed by a foreigner, and it does not say much for the capabilities of the Japanese when they get into a mess. The officers, or perhaps some of them, may be excluded from this unenviable category, but the lower and ignorant classes, who form the seafaring and boating population, have the character of being utterly helpless. I have no doubt that the majority of the junks lost here were driven on shore after their cables parted, and no other result could have been expected, as they never use such things as chains to their anchors, but make shift with twisted rushes or twisted cord, to serve instead. It is cheap, or thought to be so, and the dearly bought experience of last month is not likely to effect any change in their ways of providing tackle.

The Formosan question continues the all-absorbing topic amongst the natives here, and, judging from appearances, the Japanese have no intention of retiring from the position they have taken. The Chinese residents here are uneasy, and are far from confident that matters will take a peaceful turn, but the matter is enveloped in mystery, and so contrary are the reports, that very little reliable information can be gathered beyond what is observable in the active preparations to be seen here daily in the shipping off stores, &c., to steamers bound for Formosa. Whatever may have been the primary object of the expedition, it is very satisfactory to know that some of the most turbulent spirits in the Japanese army have gone with it, and few persons care about their returning to this place unless they return with most of their rowdy spirit taken out of them. While here a few months ago the townspeople had quite enough of their overbearing conduct, and were brutally treated by some of them. Of general news there is not much to give. The U.S. *Ashuelot*, paddle-wheel steamer, left on the 3rd instant for Tientsin; and the U.S. corvette *Kearsage* yesterday for Vladiwostok; both, it is said, have scientific parties on board, for the purpose of observing the transit of Venus. The men-of-war in port are rather numerous, comprising the American flag-ship *Hartford;* French ironclad flag-ship *Montcalm*, and corvette *D'Estres;* H.B.M. gunboats *Dwarf* and *Sivinger;* Russian *Japanese;* Japanese ironclad *Adzuma Kan*, and corvette, or rather paddle-wheel despatch boat, *Kassuga-kan.*

Exchange on London is nominally quoted 4s. 3d. to 4s. 3¼d. for six months, sight drafts. Gold Yens 102½ to 103 per 100 Mexican Dollars. Freights to London direct quite nominal, and no vessel on the berth.

CHINA.

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SHANGHAI.

The present mail brings advices from this port to the 6th Sept.; the French mail from London July 17 was received on the 30th August, and the following P. and O. mail of the 24th July, arrived out on the 3rd Sept. The following summary of news is from the *North China Herald:*—

There is not much "war" news of any value, and very little generally of a local nature to be recorded. The C.N. Co.'s steamer *Glengyle*, which arrived on the 2nd Sept. from the river ports, brought, as a first instalment of a large shipment of heavy guns which is being made, from Nankin to Tientsin, four sixty-eight and seven thirty-two-pounders, with the necessary carriages, to work on pivot platforms, and about thirty tons of shot, besides other ammunition, all the production of the Nanking Arsenal. It is noteworthy that this is the first shipment of cargo ever taken by a foreign merchant steamer from this non-treaty port; and no little difficulty was experienced in embarking such heavy material, from the want of appliances. It is reported at Hankow that two or three thousand native troops had gone down from there in boats, to embark at Chinkiang for Formosa.—The heavy guns and ammunition have since been forwarded per C.M.S.N. Co.'s steamer *Fusing*, and their ultimate destination is, we believe, the fortifications at the mouth of the Peiho. The guns must be taken on to Tientsin, as there is no landing acommodation at Taku.

The Futai is actively engaged in carrying out the object of his visit, by seeing to the defence of the port. In company with a retinue he has visited Woosung, and prospected the situation, with a view to its fortification, according to plans which have been under preparation for some time. The Chinese officials generally, however, seem to put faith in the report started about a week ago, that an understanding had been arrived at in Peking regarding the Formosan difficulty, and we hear that they are relaxing the haste of their preparations for a contest.

Fresh rumours of a somewhat alarming nature as to the incipient rebellion in the North were current in the Settlement on Wednesday, and appear to have been heard of also at Chefoo. Careful inquiry, however, leads us to believe that it is only a variation of the original story, filtered through Chinese channels. Letters from Tientsin to the time the *Sin Nanzing* left state that everything was perfectly quiet, that no apprehensions of disturbance were entertained, and that the prompt and severe measures taken by Li in arresting and executing several of the ringleaders in the mutiny seemed to have effectually stamped it out.

The *Yungching*, one of the three steamers of the China Merchants' fleet engaged in the Chinese Government transport service, arrived from Keelung on the 2nd Sept. She brought a cargo of coal for Government use, which she proceeded to Keelung to take in, after landing her 600 troops at Takow, the destination of the whole force, which numbered about 2,500 men. The *Yungching* was the first to arrive at the rendezvous, Ponghou, in the Pescadore Islands, and is the first back on the return voyage. She passed the *Leeywen* and *Aden* on 1st Sept., both these being bound to Chinkiang for more troops. The fleet, numbering seven vessels, arrived at Ponghou on Aug. 23rd, within eight hours of each other. After it had been moored in Ponghou harbour, the Japanese corvette *Nitsin* (which left Shanghai on the 28th of July) hove in sight, and anchored at the entrance of the harbour; and when the fleet received orders, on the 25th, to get up steam and proceed to Takow, the *Nitsin* also put to sea. Shortly after the arrival of the fleet at Takow, which occurred on the same day, the *Nitsin* again made her appearance, and cast anchor alongside the transports. After two of the gunboats had disembarked their complement of the contingent, they again got under way and put to sea, and were soon after followed by the *Nitsin*, which it is supposed proceeded to Langkiao. The *Yungching* has again left for Chinkiang, to embark more troops and stores for Formosa.

The S. S. N. Company's steamer *Kiangse* arrived from Nagasaki on the 2nd September, having left there on the 30th August. She will, we understand, resume her place on the Shanghai and Ningpo line. For the past two and a half months the *Kiangse* traded between Kobe and Yokohama, in connection with the new Trans-Pacific line of steamers. The *Kiangse* reports that when she left Nagasaki the *Stonewall* was afloat, with slight damage, as also the steamer *Ping On* and the barque *Hamburg.* The *Madras*, which we previously reported as having been towed off by the *Nanzing*, made a trip to some of the neighbouring islands, and was nearing Nagasaki harbour on her return, with 700 troops on board for Formosa, as the *Kiangse* was leaving.

The minutes of a meeting of the committee appointed to take steps to establish the Chinese Polytechnic Institution and Reading-room form a progress report of peculiar interest. The influential constitution of the committee, and the earnestness and tact with which its individual members have gone to work, augur well for the success of the project; while the evidently sympathetic reception met with from the native community is, we feel sure, especially due to the enlightened co-operation of the Chinese gentlemen on the committee. Funds have been collected which the committee think sufficient, taken in connection with other considerations, to warrant them in at once starting the institution.

Mr. Thomas Fawcett arrived on the 2nd Sept., a prisoner, in the *Glengyle*, from Nagasaki, and was at once delivered over to H.M.'s sheriff, pending his transmission to Chefoo, which will probably be effected towards the end of the week. It seems natural and right that he should be called to a strict account for the manslaughter in which he is reported to have been concerned on the Shantung Promontory, but it seems hard that he should be dragged all the way from Japan back to the scene of the accident, after having been practically declared free of crimi-

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nality by the Consul ; and it is sincerely to be hoped that, whilst the machinery of justice is being so actively put in motion to secure redress on our side, some one is taking the trouble to see that the Chinese officials at Chefoo are doing their duty in arresting all the parties concerned in the mob attack upon the lighthouse artificers, and calling them to account for committing the breach of the peace which gave rise to the unfortunate accident—as we believe it to be—through which life on the Chinese side was sacrificed. It is curious to observe the frantic demand of a life for a life penalty at all hazards which has characterised the conduct of the Chefoo mandarins in this instance, as it similarly did that of the Taoutai and Chehsien of Shanghai in the Ford case, and to contrast therewith the cold-blooded hesitation and atrocious duplicity with which our cry for justice was met, when innocent blood was foully and of set purpose shed in the streets of Tientsin. The persistent energy of the Taoutai of Chefoo, which expended itself in the shaking of H.M.'s Consul, when he found his wished-for victim likely to escape such justice as he desired to inflict, might be copied by some of our officials with advantage, when cases of real wrong call for adjustment and are treated by the Chinese with the neglect or evasion in which they are such wonderful adepts where the foreigner unluckily happens to be on the right side.

At the Police-court, William Mackenzie, chief steward of the steamer *Glenfinlas*, was brought before Mr. Myburgh, sitting as police magistrate, charged by Captain H. G. Wilcox with refusal of duty under peculiar circumstances. It appeared from the complainant's statement that certain stores, which would cost £20 to replace here, were missing, and could not be accounted for by the defendant, and he was also said to be lazy and incompetent, and complainant disrated him to the position and pay of A.B., but he was not to go aloft, and only to be employed on deck in such work as scrubbing and cleaning. The defendant refused to do the work assigned him on deck, and for so refusing was brought before the Court. The defendant alleged that the captain had taken a dislike to him at the commencement of the voyage, and had ever since treated him in a harsh and contemptuous manner. He produced certificates as to his character and competency as steward, extending over a long period, and said he had been chief steward for ten years. With respect to the missing stores, he said they were kept in lockers, the fastenings of which were broken, and anybody could get to them, but the stores missing could be replaced in Glasgow for £2. The magistrate held that the defendant was justified in refusing to do deck work ; as he had shipped as chief steward, he could not be compelled to do a common seaman's duty. The case was therefore dismissed.

A despatch from the U. S. Consul at Swatow to the Consul-General here, confirms the statement we gave recently that the wreck on the Boat Rocks proves to be that of the American barque *Scotland*, Captain Glidden, lost in the gale of 23rd March last. Mr. Hammond, the Commissioner of Customs, who took a great deal of trouble to identify the wreck, on behalf of those interested in the vessel, as well as in the interests of navigation on the coast, obtained the services of professional divers from Shanghai. On 15th August the divers succeeded in making a thorough inspection of the wreck. They found that the bulwarks had been washed away, and with them the name board, while owing to a peculiarly heavy ground swell they were unable to go under the vessel's counters to see her name. Had they been able to reach the place, however, it is unlikely they could have made it out, the hull being completely covered with barnacles. They secured the wheel, which was identified by the captain of the *Lunalilo*, now in Swatow, who had formerly commanded the *Scotland*, and who recognised it from some particular work on it. This appears to remove all doubt as to the identity of the wreck, which by the way is now so completely broken up as to be no longer dangerous to navigation. One of the divers reached the cabin, and found that everything had been washed away. Nothing has ever been heard of the crew.

It will be remembered that on the night of the 24th Aug. a Mr. Russell was seriously assaulted by a number of men in the Honan-road, and six balls of opium taken from him. Owing, we believe, to the representations of Senor J. J. de Emperanza, the Spanish Consul (one of whose nationals Mr. Russell claims to be), the case is so far settled that the opium has been given up. The men concerned in the assault, who are supposed to have belonged to the Lekin Guild, will be dealt with by the Mixed Court.

An able seaman of the steamer *Glenfinlas*, named Geddes, has met with a serious accident. He and another man were told to lash a spare screw blade to the ship's side under the forecastle, the blade being at the time on its side and held in position by a tackle. The men passed two or three turns of the lashing round it, and then let go the tackle, when the blade slipped a little, owing to the lashing not being well passed, and caught Geddes's leg. He lay in this position for some time until straps could be passed under the blade, which was then lifted by means of a whip. The unfortunate man's leg was found to be fractured. He was removed to the General Hospital, and it is thought will have to undergo amputation of the limb.

The French barque *Union* has grounded on the Blockhouse Spit, and the exertions made to get her off have failed so far. As the tides have been falling, it is expected she will not get off for five or six days more. If the weather continues fine, however, she will probably not sustain any material damage. Her cargo consists of rattans, planks, and heavy logs, and it is believed that the discharge or abandonment of the former would do little to relieve her, while in her present position the logs could only be got out with great difficulty, if at all.

The following items of intelligence are taken from the *Celestia Empire*:—

Some experiments have been tried outside Woosung with torpedoes manufactured at Kaou-chang-meaou under European supervision. Several high officials were present, and amongst the number the Futai of the province. One and all expressed themselves surprised and delighted with the results attained, and gave orders for the manufacture of a large number as speedily as possible. The experiments were made on a raft.

The construction of defences at Woosung is proceeding with a wonderful amount of energy, under the superintendence, we hear, of an official in the Customs' service, who has been told off for the purpose. A long line of earthworks is to be run up, and all the remains of the old forts put in thorough repair. The Customs' cruiser *Kua-hsing* leaves on the 6th for her usual monthly visit to the lightships in the district, and on her return we are given to understand that she will be employed for some weeks in surveying the approaches to Woosung for the purposes of fortification.

A mandarin from Swatow or Foochow is at present in Shanghai, his object being to buy up all the ponies he can. He makes it no secret that their destination is Formosa, and that they are to be used as chargers for the braves. This should be an excellent opportunity for the stable-keepers on the Maloo to get rid of their spavined stock, although we hear that the agent of the said mandarin does not offer a very high figure for the commodity he is in search of.

The 4th Sept. was the anniversary of the establishment of Her Majesty's Supreme Court in Shanghai ; the august ceremony of swearing the Chief Judge, Assistant Judge and Law Secretary, the superior officers of the Court, appointed under the Royal sign manual, having been conducted by the Chief Judge himself on the 4th September, 1865.

Mr. Carvalho, lately appointed Portuguese Consul at Shanghai, has made his official call on the Taoutai, and was cordially received by his Excellency with all the customary honours of trumpets and popguns. The Consul was accompanied by his interpreter, Mr. H. A. Pereira.

We are informed that the appeal of the Library Committee to the public has been so far successful that the subscribers now number 120. The number which is necessary to carry on the institution, as will be remembered, is 150, and we sincerely trust that the desired result will speedily be attained.

Among the passengers who left by the Pacific Mail Company's steam-ship *Nevada* were thirty Chinese students, under the care of three guardians. Their destination is New York, where their education is to be completed.

FORMOSA.

The Japanese Expedition.

A correspondent of the *China Mail* writes under date, Amoy 5th September, as follows :—

The Japanese question must be brought to a solution very soon. Judging from circumstances, the Japanese would be only too glad to get out of their difficulty by the withdrawal of their troops without humiliation to their country. The continuance of their stay in Formosa is only ruinous to their financial resources. It is calculated that the cost of the maintenance of the 3,000 soldiers is no less a sum than from $40,000 to 45,000 a month, owing to the exorbitant prices they have to pay for their food. Liangkian is not a producing district, and every article of food must be imported from other parts of the island. The difficulty of transport is so great that an egg which costs no more than eight or nine cash at the one place fetches sixty cash at the other. They have been there nearly five months, and it must have cost the Government over $200,000. Then there is their pay, their equipment, ammunition spent in drills and in their fight with the aborigines, the charters of ships, and the payment of heavy salaries to European assistants. Putting all things together, they must have spent a sum not far short of $1,000,000. The country is so badly off in money matters, that on that account alone they cannot carry on much longer. They had at the outset of the expedition borrowed $600,000 of the Oriental Bank, and when a further loan was asked, the bank refused it. They then applied to Messrs. Jardine, to get $200,000. If Japan had not the means of maintaining even an army of occupation how could she expect to be able to carry on a war. Japan must see her mistake now, and that is why the Minister is sent to Peking ; he seeks for an honourable withdrawal. He will, I am told on good authority, propose that the troops shall be withdrawn on condition that in case of a Japanese invasion of Corea Chinese will not espouse the cause of that country. This is a condition which I don't think China would accede to. It is more likely that she will insist on

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an unconditional withdrawal, seeing that she is now ready for a fight, which she knows will be a long one. There is another reason which makes the Japanese Government hesitate to go to war. The people have been so much imbued with republican ideas that the first severe reverse he suffers would deprive the Mikado of his throne. This is extremely likely, and the Cabinet is not blind to the possibility of such an eventuality.

HONG KONG.

Our advices by the present mail extend to the 12th September; the French mail from London July 31 was received on the 7th September. The following items of news are from the *China Mail*:—

The alleged *Spark* pirate has been committed for trial. Six other men, apprehended on suspicion, have been discharged as regards the graver charge. Three men captured in the neighbourhood of Canton have made a full confession of their participation in the deed. The *Spark* has resumed her place on the line, but owing to numerous protests will be replaced by the *White Cloud*. Captain Sharp, of the Chinese Revenue steamer *Shun-chi*, committed suicide. A new company for the manufacture of artificial ice has been established in Hong Kong. A rival line of night boats between Canton and Hong Kong has been started. The Hong Kong, Canton, and Macao Steamboat Company has, in consequence, lowered its fares to ten cents per night passenger. A memorial from the unofficial members of Council relative to the boundaries of Colonial Jurisdiction has been forwarded to the Government. The P.M.S.S. *Alaska* has been detained, owing to the discovery of a fracture in her paddle-shaft. Major-General Colborne arrived here on the 29th Aug. The storage of powder, the question of Colonial Jurisdiction, the conveyance of Chinese passengers, and the Shipping Ordinance Consolidation Bill have been discussed at meetings of the Legislative Council during the fortnight. A public meeting of the colonists will be held on Monday, the 14th, to consider what steps should be taken regarding the Customs blockade.

The Spanish corvette *St. Lucia* has gone over to the Kowloong Docks for the purpose of docking. We note that Mr. Bowlder, who succeeds to the post in the Surveyor-General's-office recently occupied by Mr. Alford, arrived by last mail. We are glad to learn that the question put by the Hon. Mr. Rowett at the last meeting of the Legislative Council, relative to British jurisdiction over Lamma Island, is not likely to drop, and that his Excellency the Governor's promise to forward any representation on the subject from the unofficial members is likely to be availed of.

The steamship *Yangtsze* during the recent rough weather broke adrift from the moorings at the Kowloong Dock, parted her cable, and went ashore on the other side of Kowloong Point in Dock Bay. Fortunately, the bottom was sandy, and no danger and but little injury was apprehended for the vessel. She had a marvellous escape from shipwreck. The buoy to which she was moored broke away during a heavy squall on Friday night last. The chain of an anchor which was let go to pull her up after she began to drift also snapped off close to the hawse pipe. The vessel drifted at great speed, at first broadside on, towards one of the reefs with which Dock Bay is studded. She was brought head to shore with difficulty, and the reef was seen all at once close under her bows. The helm was put hard a-port, and the steamer continued her headlong course, escaping contact with every rock until she reached the beach, where she touched, and was little by little driven up on the sand. Reefs are on each side of her, and it is astonishing to find that she escaped injury. She was next day got afloat without damage by the aid of the *Fame* and *Pilotfish*, and the Dock Company's employés. The captain is to be congratulated that nothing worse came of the unusual accident, which placed his vessel in what might have been a dangerous position.

A meeting of the Legislative Council was held on the 31st Aug. Present:—H. E. the Governor, the Hon. the Chief Justice, the Hon. the Colonial Secretary, the Hon. the Attorney General, the Hon. the Registrar General, and the Hons. P. Ryrie, J. Whittall, R. Rowett, and W. M. Ale.

The minutes of the last meeting having been read and confirmed,

His Excellency asked the Attorney General whether he had made the necessary alterations in the Shipping Ordinance. The Attorney General replied in the affirmative, and that he was prepared to go into the question at once.

Before proceeding to this business his Excellency proposed the first reading of the Ordinance to amend and consolidate the laws relating to the conveyance of Chinese passengers and of Chinese emigrants. The reason for bringing forward this measure was, that although an Ordinance to the same effect as this had been already passed by the Council, yet some verbal and other corrections had been suggested by the Home authorities. A letter from the Secretary for the Colonies to that effect was read by the Colonial Secretary, and the Bill was read a first time.

The Hon. R. Rowett then proceeded to present the motion which stood in his name. He asked whether any steps had been taken by the Government in the matter of the outrage recently committed by pirates at Lamma Island. The result of this outrage was that five men were wounded, of whom two had died in hospital, and three were in process of recovery. The honourable member then reviewed the recent outrages that have been perpetrated.

The Colonial Secretary in rising said that he would confine himself to answering the question contained in the motion before the meeting. He believed that Lamma Island was not in the jurisdiction of Hong Kong. The Attorney-General, to whom the question had been submitted, had decided it was not. However, the matter had been referred to Sir Brooke Robinson, and he was of the same opinion. In addition to this he had reason to believe that the alleged piratical attack was a mere party fight between the junk and the fishermen.

The Hon. J. Whittall then moved the following question:—"Is the powder magazine on Kellett's Island used for naval and military purposes only, or is it used or intended to be used for the storage of gunpowder? What is the largest quantity of gunpowder and other explosive substances supposed to be stored there, and what quantity of such articles is stored there now?—The Colonial Secretary briefly repled that the question had been referred to the military authorities, who did not think that it was expedient to give any information.—Mr. Whittall most indignantly protested, and said that he would send in a protest in writing.

This discussion was then dropped, and the House proceeded, in committee, to the consideration of the proposed alterations in the Shipping Ordinance Bill. Several points were again postponed. The question of the number of passengers to be carried, and the amount of accommodation to be provided for them provoked a long discussion, and was still reserved.

An interesting report was read from the Harbour-master recommending that that part of the Bill which refers to the registration of junks, which is merely a reprint of the Ordinance on the same subject of 1866, is quite sufficient for the purpose, and should be allowed to stand without alteration.

The further consideration of the Bill was postponed.

The items which had been allowed by the Finance Committee were read over by the Colonial Secretary, and confirmed by the Council. Some further discussion then took place with regard to the Lamma affair, and the Council then adjourned till Monday, the 7th, at 2.30 P.M.

On that day there were present H.E. the Governor, the Hon. the Colonial Secretary, his Honour the Chief Justice, the Hon. the Attorney-General, the Hon. the Registrar-General, and the Hons. P. Ryrie and R. Rowett. After the minutes of the last meeting had been read and confirmed, his Excellency the Governor moved that the standing orders be suspended, and that the Council proceed to the second reading of an Ordinance to consolidate and amend the law relating to Chinese passenger ships, and the conveyance of Chinese emigrants. A few verbal alterations were made in the Bill, which then passed its second reading as No. 5 of 1874.

The House then went into committee to consider the Shipping Ordinance Consolidation Bill. The Attorney-General suggested that any shipmaster coming into this port with more than the regulated number of passengers should be subject to a fine not exceeding $250, which was agreed to, and some further verbal corrections and amendments were made.

His Excellency the Governor thought it would not be advisable to send the Bill home for approval before passing it, on the ground that it appeared like throwing responsibility on to the shoulders of the Secretary of State which the colony should bear itself. To submit a Bill for approval was tantamount to asking the people of the Colonial-office to draft a Bill themselves.

Both the Chief Justice and the Attorney General held an opposite opinion, both thinking that if the Bill were passed without approval from home, it might be repealed, the Chief Justice asserting that the Bill contains much that trenches upon Imperial legislation. At the recommendation of his Excellency it was put to the Council, moved by the Hon. the Chief Justice, and seconded by the Hon. the Attorney General, that the Ordinance as now framed in committee should be submitted for the approval of the Home Secretary of State before it is finally passed.

Some desultory conversation ensued, the Governor remarking that he did not know of any precedent for the course pursued, and saying that perhaps the Secretary of State would not like to be asked to do what gentlemen in Hong Kong were paid for doing. However, he would send the Bill home, with the report of the Council.

The Council adjourned at 4.15 P.M., *sine die*.

(FROM OUR OWN CORRESPONDENT.)

HONG KONG, SEPT. 12, 1874.

It is a notorious fact that the pirates of the Pearl River make Hong Kong very often their head-quarters, and almost always the place to which they resort, after a successful piracy, to get rid of their booty. The town contains more than one hundred thousand Chinese, of whom the majority are dealers, and of whom also not one could be accused of any commercial morality, in our sense of the term, or of any scruple as to purchasing even blood-stained articles with a view to profit. The only sentiment

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that acts upon the Chinese mercantile mind as a deterrent from law-forbidden enterprise is the fear of discovery and consequent punishment, and their native cunning, backed by their numbers and dense aggregation, together with an inefficient European police organisation, reduce the chances of detection to a minimum. In the recent *Spark* piracy and murder case, the pirates must have acquired over ten thousand dollars' worth of booty. Seven thousand dollars in notes alone were taken from the compradore's cabin. Seventy pirates were implicated in the attack. It is not too much to say that there is every probability that fifty of these at least have visited Hong Kong since the outrage, and that the greater part if not all of the booty has been already fenced in that town. One man was apprehended in Wanchi, the lower part of the town, on the night preceding the departure of the last English mail. Jewellery was found in his box that has been identified, some as belonging to the unfortunate murdered Captain Brady, other as the property of the European passenger and the ship's officers, and some jade stone bracelets by a Chinese female passenger, who says they are the same as were taken from her during the piracy. She had the option of allowing them to be taken off her arms, whence they could only be removed with the aid of water, or of having her arms cut off. Just so poor Mundy was told that if he did not take off his rings his fingers would be amputated to facilitate their removal; and he managed with the last effort of his strength before he became insensible to pull off his jewels and hand them to the robbers. The case against the man arrested is very complete, and after a long and tedious police investigation he has been committed for trial at the Supreme Court's next session, which will take place on the 18th inst. Another man was arrested a few days after the first on a charge of illegal possession of property. As some coats found on him were at any rate similar, one to a garment of Captain Brady's, and another to one worn by the chief officer, who is missing, he was also charged with piracy and murder; but the case against him has miserably fallen through, and he has been convicted simply of suspicious possession of property, and received a summary conviction of three months. Five other men, wretched boatmen, were singled out by police perspicacity. A raid was made on their boats, which were found armed with one or two old muskets. In the fight occasioned by the police invasion, a man threw one of these arms overboard, and leaped into the water himself, but was taken on an island to which he swam, and with his four companions was charged too with the crimes of piracy and murder. The police failed utterly in making even the shadow of a case against these men, who were released, after several days' detention, on finding security for good behaviour. Thus only one of the seventy ruffians has been brought within the reach of English law. The Chinese authorities have been more expeditious. Five men have been captured at or near Canton, and have been executed, after making confessions that they had formed part of the *Spark* gang on the occasion of the piracy, and giving the names and conditions of some of their accomplices. It is worth remarking, as bearing out what I have said above concerning the disposal of stolen property in Hong Kong, that the robbers taken in Canton remarked in their confessions that they still had their share of the money in their possession when captured. The probability is that, had they remained a few days longer at liberty, the notes would have been in circulation in Hong Kong, whence they issued, and whither they would in due course have arrived as certainly as the water taken up from the sea in vapour returns to it in the streams. Another man, who was taken by some of the Hoppo of Canton's soldiers, to whom he offered a frantic resistance, has since died of his wounds, after making full confession.

On Monday next, the 14th, there will be some tall talk in Hong Kong. At the request of the principal citizens the Sheriff has convened an indignation meeting. If the present state of the colony's relation to China is allowed to continue, a very few more years may suffice to the ruin of the former, and the picture may be realised of "Chinese fishermen drying their nets in the piazzas of the Town-hall." The complete blockade of this port by Chinese revenue cruisers, and the constant squeezes put by them upon native trading craft entering or leaving the harbour, is becoming too serious not to become the subject of just complaint. Hong Kong has been and is so important a possession to Great Britain during her relations with China as to deserve the utmost consideration and protection of her interests on the part of the mother country. The question of the right of possession of Lamma Island, and whether it is not included in the charter of the colony, has been before the Legislative Council, in reference to a recent outrage perpetrated by a mandarin junk upon some fishermen, and is the subject of a memorial forwarded by the unofficial members to the home authorities.

The position of the two nations, China and Japan, in their Formosan imbroglio is practically unaltered, save that both Governments are making the greatest exertions in their power for a possible fray. It is impossible for the best informed to say how the affair will terminate, or what will even be "the beginning of the end." Meanwhile, Japan is said to be looking round her for support, and a Portugo-Japanese alliance is suggested as not improbable.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 19th September; the French mail from London, 14th August, was received on the 13th Sept. And the following P. and O. mail of the 21st Aug. arrived out on the 19th Sept. The following summary of news is from the *Straits Times*:—

The Legislative Council has held three meetings during the fortnight, on the 7th, 14th, and 15th. At the first of these meetings some important papers were laid on the table, none of which have, however, as yet reached us. The discussions at the first two meetings were of an uninteresting character; a Bill to afford protection to Indian coolie immigrants and the Appeal Courts Procedure Bill have passed their first, and the Passenger Ships Bill its second reading,—the latter being a measure to supply defects and omissions that have become apparent in the working of existing ordinances on the subject, and extending protection to deck passengers and passengers in local trading vessels. At the meeting on the 15th his Excellency Sir Andrew Clarke elaborately explained his policy and action towards the Native States of the Malay Peninsula, and asked the Council for its support and approval. Every member of Council present spoke, warmly endorsing his Excellency's proceedings and intentions. The unofficial members assured him that they represented the views of the entire community, and recommended loans to the Native States to enable them at the outset to set the new system working; and they were prepared to sanction such sums being placed upon the Estimates as H. E. thought necessary for this purpose. We regret that, owing to the great length of the shorthand report of the speeches, we are unable to present them to our readers in the present *Overland Journal*.

The Bandahara and ex-Sultan of Perak has, we are glad to learn, written to his Excellency the Governor, expressing his readiness to follow the Governor's advice and counsel, and also his desire to maintain friendly relations with Sultan Abdullah. There appears now to be no political obstacle to the appointment of a Resident to that territory, and if the choice be judicious, as we have every reason to believe it will be, the peace and prosperity of that rich and fertile country should be ensured. While matters are progressing so favourably in the States to the westward, we regret to hear that ill feeling has for some time existed between the headman on opposite sides of the Indau river, which had been fixed by the former Governor of these settlements acting as umpire, as defining the boundary between Johore and Pahang, and lately a number of Pahang men murdered a headman on the Johore side. H.E. Sir Andrew Clarke, accompanied by the Hon. T. Braddell, left this on the 17th instant in H.M.S. *Charybdis*, together with the gunboats *Hart* and *Avon*, on a friendly visit to the Bandahara of Pahang, and will at the same time endeavour to effect a permanent settlement of any disputes between the headman or petty chiefs, as also between the Bandahara and the Maharajah of Johore. The success which has hitherto attended all his Excellency's negotiations with the Native rulers leads us to look forward with confidence to a satisfactory settlement of any differences that may exist.

A special criminal session opened on the 17th, for the trial of two cases in which material witnesses were about to leave the Colony. The first case taken on was a Crown prosecution against the master of the British barque *Cameo*, on a charge of having violently assaulted a young lad of some fifteen years, shortly after leaving Liverpool for this port. The jury, after retiring for about ten minutes, returned a verdict of not guilty, in which the Chief Justice fully concurred, stating that even had an opposite verdict been returned he would have inflicted only the smallest fine.

The British barque *Bertie*, Capt. Le Couteur, which left for Liverpool on the 2nd, returned to this port for repairs, having struck on a sunken reef near Gaspar Straits on the 11th inst. She will probably have to discharge cargo and go into dock. The line of experimental steamers recently started by the Netherlands India Steam Navigation Company, to ply between Batavia and Australia, has been discontinued, and the steamer which was advertised to sail in a few days hence has been withdrawn, owing, we understand, to want of encouragement in the way of passengers and cargo.

The arrivals of steamers *via* the Suez Canal have been the *Emiliano* on the 15th from Liverpool, *via* Cadiz, and the *Ulysses* on the 17th from Liverpool. The departures have been the *Glenroy* on the 15th for London, *Lord of the Isles* on the 12th for London, *via* Penang, *Hector* on the 14th and *United Service* on the 18th for London, *via* Jeddah, and the *Dana* this morning for New York.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—A quiet market had prevailed for Yarn and Shirtings, and a further decline had been established. Drills, T-Cloths, and Blankets, had been in some enquiry for Army purposes;—Velvets,

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Cotton Sateens, and Taffachelass remained steady. In Woollens and Mixtures, with exception of Cloth, a generally better feeling had prevailed; Mousselines having been sold to some extent, whilst Italian Cloth was in improved demand. The market for Manufactured Iron had been very quiet; deliveries, however, had been on a fair scale, and stocks were somewhat reduced.

HANKOW.—Dullness had been the characteristic feature of the market during the fortnight. Sales generally had been of an entirely retail nature, except of 8¼ lb. Shirtings, for which there had been some slight demand.

SHANGHAI.—The market had been exceedingly quiet, and in spite of rather better news from the North, there had been little or no enquiry, and quotations were more or less nominal. Cotton Goods: Grey Shirtings—Superior goods had been neglected, but there had been a moderate enquiry for common qualities. T-Cloths had been quiet, and shew no change in prices; the demand was mostly for inferior makes. White Shirtings were without improvement. Drills showed a small decline, and a moderate business had been done. Fancy Cottons were without change. Woollens: The market had remained very quiet, and prices were rather easier. Camlets at auction realized rather better prices, but had since again receded. Long Ells: Business had been on a very limited scale, and prices were nominal. In other descriptions there was no change. In Metals there had been scarcely anything doing.

HONG KONG.—The arrivals during the interval, besides the mail, steamers, had been the s. s. Diomed, Somerset, Charles Albert Atalanta, Paris; ships, Falcon, and Sir Henry Parkes, bringing fairsupplies of manufactured goods for this market and the North. There had been no improvement whatever to notice in the tone of the Import market, and with one or two exceptions prices remained very much the same as previously quoted, and the only way in which to account for the dullness of trade was the fact that stocks in second hands had accumulated in consequence of a falling off in the demand from the country districts.

CANTON.—Lead had further improved in value; LB could be sold at $8.15 to $8.20 and WB was worth $8.25 to $8.30 per picul. Quicksilver was quoted $200 to $201 per picul.

SINGAPORE.—The market for Grey Cottons had continued without improvement, a moderate business had been done, holders in many instances having forced sales by lowering rates; quotations of most staples were weaker.

PENANG.—During the fortnight the market had been exceedingly dull, and transactions had been excessively small at about previous rates.

EXPORTS.

TEA.

YOKOHAMA.—During the early part of the fortnight now under review, settlements continued on a liberal scale, and prices somewhat hardened; latterly, however, buyers generally had been holding off, and the market closed quiet, although no decline was quoted. Settlements during the fortnight had amounted to nearly 10,000 piculs, making a total since commencement of the season, of about 78,000 piculs, from this port alone. On the 25th Aug. the Duna (atr.) left for New York, with 848,916 lbs.; and, on the 27th the Benefactor sailed, also for New York, with 645,023 lbs. The Ambassador, on the berth, was fully engaged. Quotations:—Common $26 to 28 per picul; good common, $30 to 32; medium, $34 to 36; good medium, $37 to 40; fine, $41 to 44 per picul; finest, $46 to 49.

HANKOW.—Messrs. Drysdale and Co.'s Report says:—Since our last, dated 18th August, Tea has been arriving freely from the country, 28,000 chests having come to hand during the fortnight. In the corresponding time last year only 19,000 chests came down. Our total arrivals to date are a little over two millions ahead of last year, and Customs export is now larger by nearly a million. This points to an increase in our total export for the season. We now require 45,000 chests to bring us up to last year, and as rather a brisk demand has sprung up the last few days there is little doubt this quantity will be exceeded. Settlements for the fortnight are 5,339 chests and 5,482 half-chests. Prices have ranged high rather for the class of Tea on offer. Common Oonfars have sold at Tls. 14 to 15¼, and Teas a little better at Tls. 16¾ to 17, Soong-yongs realising 17½ to 19 Tls.; Young-low-toongs Tls. 17½ to 17¾; Toong-shans Tls. 17 to 18½; Ping-kongs, Wun-kais, and Low-yongs Tls. 15¼ to 18; Lee-lings Tls. 14½ to 16¾, and Shuntam 13½ Tls. per picul.

KIUKIANG.—Black: A small business had been done on the spot, but the bulk of the arrivals had gone forward to Shanghai on native account. Export from commencement of season to 2nd September, 1874, 19,650,549 lbs.; ditto, 1873, 17,114,393 lbs.; increase, 1874, 2,536,156 lbs. Green: Heavy arrivals had taken place, but had all gone to Shanghai on native account. No local business to report. Export from commencement of season to 2nd September, 1874, 2,297,081 lbs.; ditto, 1873, 1,049,275 lbs; increase, 1874, 1,247,806 lbs.

SHANGHAI.—Black: There had been a good business done, but latterly at rather easier prices, most of the late settlements showing a decline of about one tael a picul. Comparing values with last year's at the corresponding date, the better descriptions were about on a par with prices then ruling, the commoner still about two taels higher. Supplies had been fairly liberal, and the stocks were as large as usual at this period of the season. Shipments by sailing vessel showed a large increase over last year. Settlements for the fortnight are 26,150 chests; re-shipments on owner's account, 3,550 chests; stock, 29,400 chests. Green: The active demand which had existed continued until a few days before the close, when the wants of early shippers being apparently satisfied, the market had become comparatively quiet. The inactivity had produced no good results, but a continuance of it must cause native holders to reduce their demands considerably. Moyunes had been arriving freely, many of the "crack" chops being on the market, but few settlement had taken place. The quality of these teas was much the same as that of last year's crop. Pingsueys met with few buyers, and had a downward tendency. Stock, 77,980 half-chests.

FOOCHOW.—Messrs. Westall, Galton, and Co.'s Weekly Letter, dated 5th September, says:—The activity reported at the end of last week increased at the commencement of this, and a large daily business for the time of year has taken place, transactions being for England and the Colonies, and it is reported for the States. Congou: With the stocks that were accumulating very rapidly, a decline in prices might have been expected; a large business, however, has been done, all grades meeting with attention, and prices have hardened since the commencement of the week. Teas costing about 1s. and 1s. 1d. per lb. are decidedly worse value; the better ones being no cheaper than the same grades in the middle of July. Souchong: Prices have ruled irregularly. Oolong: There is no change to quote in the lower grades; a few fine parcels have been taken at Tls. 32 short. Flowery Pekoe: One chop has found a buyer at Tls. 27. Scented Teas: Prices do not show much attention; desirable parcels are now becoming scarce. The export to Great Britain, the Continent of Europe, and the Cape of Good Hope amounts to 31,654,742 lbs., against 31,764,981 lbs. last year. To America, 154,936 lbs., against nil. To the Colonies, 8,602,155 lbs., against 8,633,537 lbs. last year.

AMOY.—Since the 24th August prices had ruled $1 to 2 per picul lower, and at the reduction a considerable business had been done, the settlements having been about 25,000 half-chests. These purchases will be mainly shipped by the steamers Killarney and Glenfinlas, via Suez Canal.

CANTON.—Messrs. Deacon and Co.'s Report says:—A moderate business has been transacted since last mail without any material change in value. Congous: A few small parcels of medium to fine have been taken at Tls. 19 to 23 per picul. Scented Teas: Of Capers the settlements have been in common to good common at Tls. 12 to 13, fair to medium at Tls. 16 to 20, and good medium at Tls. 23 to 24 per picul, the bulk of the stock now on offer presents little attraction to buyers. Of Orange Pekoes a few small purchases of long leaf, recently made at Tls. 22½ to 26, show a decided advance, but that cannot be taken as a criterion of the market, as there is now no inclination evinced to continue business at even the former standard of rates, in view of the depression ruling for this description in London. The fortnight's business is summarised as follows:—Congou, 1,500 boxes at Tls. 19 to 23 per picul; Scented Caper, 15,000 boxes at Tls. 12 to 24; Scented Orange Pekoe, 2,500 boxes at Tls. 20 to 28.

SILK.

YOKOHAMA.—There has been no change of importance in the market; buying had been more general, and on a fair scale, but prices were maintained at about the rates last quoted. Dealers were anxious to be moving stocks, but were apparently averse to lower their prices to a more tempting level. Settlements from 1st July to date, 1,600 bales.

SHANGHAI.—The weakness lately apparent had been counteracted by a revival of demand for France and Italy, and buyers for England having also come forward more freely, prices had been maintained at their former level, with a trifling advance on some special chops. Latest quotations:—Koo-long-sing, Chop 3, Tls. 387½; Tae-ho Monster Tls. 377½; Dragon, Tls. 370 to 375; Gold Lion, Nos. 1 and 2, Tls. 355, and 335; Red Peacock, Tls. 297½; Ku-kee Kin-hoe, Tls. 300. Skeins, Kahings and Taysaams of medium and lower kinds, figure to a large extent in the settlements at fully former rates. Supply from the interior was again on the increase, and the unsold stock was still 14,000 bales. The shipments had included the large amount of 571 bales for America, consisting of the usual kinds of re-reel at Tls. 5 to 15 reduction on last mail's prices. Settlements for the fortnight, Chinas, 5,000 bales; total settlements since 1st June, 31,500 bales; against 1873-74, 24,500 bales; 1872-73, 31,000 bales. Comparative unsold stock 1874, 14,000 bales; 1873, 9,000 bales; 1872, 9,000 bales.

CANTON.—Anticipations of lower prices had not been realised, and No. 4 Tsatlee was still worth $310 per picul. Settlements for the French mail were made to the extent of 160 bales, to which 117 bales had since been added. The stock in Canton was steadily accumulating, and should purchases continue to be made on the same moderate scale as hitherto a decline in rates appears inevitable, more especially as the Native demand for staple had in a great measure abated.

CARGOES OF TEA AFLOAT.

Sailing Date.	Name.	From	Cargo-lbs.
July 8	Lammermuir	Shanghai	1,340,857
„ 16	Dartmouth	„	1,241,848
„ 17	Sir Lancelot	„	1,149,957
„ 17	Thermopylae	„	1,315,825
„ 25	James Sheperd	„	1,135,833
Aug. 4	Red Riding Hood	„	900,551
„ 5	Lauderdale	„	930,783
„ 6	Glamis Castle (str.)	„	2,340,580
„ 8	Killarney (str.)	„	1,000,000
„ 15	Kaisow	„	1,138,185
„ 15	Norham Castle	„	1,010,045
„ 21	Lothair	„	1,132,056
„ 25	Leucadia	„	1,293,823
„ 29	Hector (str.)	„	1,357,286
Sept. 1	Wylo	„	1,185,524
„ 6	Mirzapore (str.)	„	2,000,000
„ —	Bokhara (str.)	„	900,000
July 26	Norman Court	Foochow	1,184,625
„ 28	Ascalon	„	1,234,843
Aug. 4	Forward Ho!	„	1,373,907
Sept. 1	Glengyle (str.	„	1,700,000
Aug. 1	Golden Spur	Canton	782,227
„ 22	Faith	„	700,000
„ 25	Lord of the Isles	„	88,216
„ 27	Singtai	„	401,960

☞ *For Mail Shipping, Births and Deaths, &c., see p. 722–3.*

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, OCT. 26, 1874.

CHINA AND KASHGAR.

In a recent article on the reported defeat of the Chinese troops on their own territory by the Son of the Ameer of Kashgar, we were led by various circumstances to question the entire accuracy of the news which *The Times* correspondent at Berlin every now and again telegraphs to this country in regard to events happening in those far-away regions, from which information comes to us but slowly and in driblets; and we further observed :—"How long "the Chinese will allow him (the Ameer) to remain in un-"disturbed possession of the territory which he has seized "of late years is a question which time alone can solve." All doubt on this head would seem to be removed, much sooner than could have been expected, by the intelligence just published by the *Invalide Russe*, a paper which is ordinarily well informed on all matters which immediately or remotely affect Russian interests. The Russian journal now states that "Chinese troops have invaded Kashgar "territory, with the intention of making a direct "attack upon the capital." Clearly Kuli Beg's victory over his opponents could not have been a decisive one, and its moral effect could not have been very disheartening to the Chinese troops, as they are now said to be marching, seemingly without let or hindrance, through that portion of their ancient province of Ili which the Ameer Yakoob Khan has of late years wrested from them, their intention being to attack his capital, which lies at the extreme western end of his dominions. Furthermore, although no details are given, the present news tends to confirm our former conjecture that the Chinese did not contemplate an attack on the Kulja district, for their line of march through the Ameer's territory will of necessity lie to the south of it.

COCHIN CHINA.

A rumour reaches us from Saigon that a scheme has been started to make a short line of railway to a point some six or seven miles down the river, and that the projector may shortly be expected in Europe to endeavour to form a company for the enterprise. There seems to be a strong local feeling that the project is premature, and that it is a bold undertaking to attempt to overthrow or compete with the present cheap and sufficiently speedy mode of transport by cargo boats. Our private advices from Saigon lead us to believe that this year's rice crop will be a very short one, it being already estimated at a million piculs less than last year's; and the quality of the grain is said to be the worst ever seen on the market. The *Courrier de Saigon* states that the Treaty of Commerce with Annam, which is to be annexed to the political Treaty of the 15th of March last, was signed at Saigon on the 31st of August.

Evidently matters are not going on quite so smoothly in Tonquin as French merchants could desire. M. Dupuis, erst of Hankow, and who now signs himself "Agent du Titai de Yunnan," writes to the *Indépendent de Saigon*, and says that he learns that the English are exceedingly busy about opening a commercial route across Birmah in order to communicate with the province of Yunnan. Although he considers this project chimerical, because of the numerous natural difficulties which it will be certain to encounter on the frontier between Tai-yue-tcheou and Ta-li-fou, still M. Dupuis is afraid that it may end in diverting the commerce of South-Western China from the Red River (Song-koi), which he recently explored with such success, unless the French Government quickly bestirs itself and takes some decisive action with the Court of Hué. The *Indépendant de Saigon* states that for some time past the lighting of the town has left much to be desired, and that the lamps are frequently either not lighted at all or else go out! We are not much surprised that under these irritating circumstances, our contemporary is virtuously indignant against the contractors for imposing on the municipality and the inhabitants, especially when we consider that the shortcomings alluded to are most common on the darkest nights! The *Indépendant*, in continuation of its previous remarks on "the massacre of Christians in Ton-"quin in consequence of their confiding in the word of "the representatives of France,"—a massacre in which the number of victims is said (erroneously, let us hope) to have reached the appalling total of 10,000!—now publishes a long letter giving a *résumé* of the facts which preceded and provoked the catastrophe. One point about this letter strikes us as somewhat odd, and that is, that though professedly written in Saigon, it bears date so far back as the 28th of last *March*.

In an article on Japanese affairs, the *Journal des Débats* expresses regret at the sudden change in the feelings of the Japanese towards foreigners. "It is painful," says our contemporary, "to see Japan, after such a brilliant move "forwards, after having borrowed from Europe her pro-"fessors, her engineers, her railways, her telegraphs, her "military tactics, which permit her, with a handful of "soldiers, and ironclad vessels, to keep her powerful "neighbours at bay; it is painful to see her regarding as "trespassers those who have done so much for her. Why "this ingratitude after such an excess of enthusiasm?" The *Journal des Débats* mentions the extreme difficulties Europeans meet with in obtaining passports. At the last moment the Daijo-Daijin (First Minister) has, it is true, issued a very liberal proclamation allowing the delivery of passports to all foreigners who require them, but the *Débats* does not believe in the sincerity of this act; our contemporary is afraid that vexatious proceedings will yet be taken against Europeans travelling in Japan. In the same article, the *Débats* states that the French Minister at Yokohama, M. de Berthemy, is gaining more credit and influence daily at the Court of Japan.

Mention was made some time ago of the decision to which the India-office had arrived respecting the survey of Captain Sprye's land route from Rangoon to Kiang-Hung. Great efforts have been made to induce Lord Salisbury to reconsider his decision upon this subject, and it is now stated that an exploring expedition is being arranged, and will start to complete the survey to the Chinese frontier early next month. The expedition will be accompanied by Colonel Horace Brown, Dr. Anderson, Mr. Ney Elias, and by some officials of the China Consular Service.

We understand that the Duc de Decazes, the Minister of Foreign Affairs, has still under his consideration the question of the future administration of the French Settlement in Shanghai, with a view to meet more effectually such contingencies as the late riot. The opposition offered by the members of the Municipal Council to the Consul-General at Shanghai very much complicates the question, but we believe that his action in regard to the riot has been approved by the French Government.

The Chevalier Schaffer, the new Austrian Minister to China, Japan, and Siam, proceeds to Shanghai by an early mail, and will, we understand, take up his residence at Shanghai, visiting the capitals to which he is accredited as occasion may demand.

The Japanese Government have given an order to a Birmingham manufacturer for 5,000 Martini rifles. The order is to be executed with the greatest possible despatch.

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THE creation of permanent Maritime tribunals in Cochin China having rendered the nomination of a captain-reporter necessary (as in all maritime tribunals in France), the French Admiralty has decided that a naval lieutenant in active service shall be selected for the appointment.

THE French Consul at Yokohama, M. OSCAR COLLEAU, has left for France, after a service of four years, and will not return. His successor is M. PLICHON, who has distinguished himself on several occasions.

MR. REYNVAAN has been appointed Consul for the Netherlands Government at Yedo and Yokohama.

THE MALAY PENINSULA.

(PALL MALL GAZETTE.)

A telegram from the Far East which announced last week that threatened difficulties "between the Bandar and Pahang and the Maharajah of Johore" had been settled by Sir Andrew Clarke conveyed the intimation that the new Governor of the Straits Settlements had taken a fresh step in the pacification of the turbulent little States of the Malay Peninsula by composing a quarrel of long standing between the Bandaharah of Pahang and the ruler of Johore. It was a boundary question which might have been easily settled years ago by any English governor who had had the confidence of both the parties to the dispute; and we trust and believe that the settlement now effected by Sir Andrew Clarke is at once evidence of the personal influence which he is acquiring among the native princes in the Malay Peninsula and a promise of improvement in our relations with them. When the new Governor of the Straits Settlements arrived in that colony last November he found the southern extremity of the Malay Peninsula in a disturbed state, seriously affecting our commerce in that part of the world. The State of Perak was torn not only by a war of succession but by furious disputes between powerful factions of Chinese which had sided in the Malay quarrel and threatened to fight it out in our island of Penang. With a little judicious management, the English *vir pietate gravis* extinguished the strife by obtaining a general recognition of the rightful Malay sovereign and reconciling the Chinese miners. Farther south, Salangore was fast resolving itself into that happy state of political nature where every stout fellow who does not shrink from cutting a throat or a purse, and has influence enough to gather a score of congenial followers to share his fortunes, sets up for independent sovereignty, and, like his co-tenant the tiger, lives on what prey crosses his path. The not very happy action of the preceding Colonial Administration, by setting up and supporting a foreign chief, had rather promoted than retarded this process of disintegration, and in a short time the whole State of Salangore would have become a mere nest of freebooters. Sir Andrew Clarke had here, as elsewhere, an inheritance of difficulties bequeathed to him, but here, as elsewhere, he will work out of them. Indeed, so sanguine are some of the Singapore merchants of his success that a joint-stock company was started in the City last summer, for making enormous fortunes out of a concession of all the tin which lies still, alas, buried in the heart of the Salangore mountains and forests. But such schemes are better calculated to injure than to advance any statesmanlike objects which Sir A. Clarke and the Colonial-office can have in view; and they are not likely to receive any serious support, either pecuniary or political. The Malay Peninsula, now the possession of a few scattered tribes of natives and of beasts of prey, is full of mineral wealth, and needs but the vivifying breath of a rational Government to develop rapidly into wealth and importance. As soon as it was understood that the arm of British Power protected life and property on its soil, crowds of Chinese workmen and abundance of British and native capital would be forthcoming to bring into the markets the untold wealth which lies hidden there; and the true policy of Sir Andrew Clarke will lie in enforcing this very obvious truth on the rulers of the States around him. That he designs to carry out the views which Sir Stamford Raffles had when he founded Singapore in 1819 seems clear, and we wish him every success. He will not only convert a wilderness into a garden, but he will make the eastern shore of the Bay of Bengal and of the Straits of Malacca what it ought long since to have been—if not British in name, at least exclusively British in fact. This becomes now a matter of daily increasing importance, since France is strengthening herself on the eastern side of Siam, and the Dutch are extending their influence in Sumatra, not for themselves only perhaps, but for those successors of theirs who are seen looming in the distant, perhaps not very distant, future.

THE ORIENTAL BANK CORPORATION.

An extraordinary general meeting of this bank was held on the 22nd inst., at the offices, Threadneedle-street; George Arbuthnot, Esq., in the chair.

The notice convening the meeting was read by the chief manager, Mr. C. J. F. Stuart. The Chairman said the meeting was for the purpose of declaring an interim dividend, and there was very little to be said. Accounts were not presented on the present occasion, but the chief manager would read a statement of the affairs of the bank, which would show the grounds on which the dividend would be declared.

Mr. Stuart read the following statement of liabilities:—Promissory notes in circulation, not bearing interest, £563,506; bills of exchange in circulation not bearing interest, £8,227,845; balances due to other banks, £69,866; cash deposited not bearing interest, £4,151,514; cash deposited bearing interest, £6,727,620; total due to the public, £19,740,352. Capital paid up, £1,500,000; reserve surplus fund, £450,000; insurance fund, £50,000; dividends remaining unpaid, £4,150; balance of profit and loss, after defraying all current charges, £101,049. Assets: amount of bullion, £2,965,922; balances due from other banks, £730,190; promissory notes, or bills of other banks, £87,654; Government securities, £1,956,027; landed or other property of the Corporation, £253,951; debts secured by landed or other property, £68,678; notes and bills discounted or other debts due to the corporation, not included under the foregoing head, £15,763,066.

The Chairman said from the foregoing statement it would be seen that the profit, including the balance carried over, was £101,049 5s. 6d., and that would admit of a dividend of £1 10s. per share, being at the rate of 12 per cent. per annum, or 6 per cent. for the half-year, free of income-tax, payable on the 1st November, and leave a balance to carry over of £11,049 5s. 6d. He had no remarks to make, and would therefore simply declare that dividend. The business of the bank was progressing most satisfactorily all over the world, and he should be greatly disappointed if the board were not able to pay a similar dividend in April next. A vote of thanks was passed to the Chairman and directors, and the proceedings terminated.

THE CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

The half-yearly meeting of this Bank was held on the 20th inst., at the offices, 65, Old Broad-street, under the presidency of G. G. NICOL, Esq., chairman of the board of directors, for the purpose of receiving a report and statement of accounts for the past half-year.

The minutes of the previous meeting were read and confirmed. The notice convening the meeting was read by the secretary, Mr. WALTER ORMISTON, and the report of the directors was taken as read. It stated that the net profits of the half-year ending the 30th June last were £41,871 13s. 4d., including £1,661 11s. 4d. brought forward from last year's profit and loss account. An ad interim dividend at the rate of 8 per cent. per annum was (free of income-tax) declared, leaving a balance of £11,871 13s. 4d., which was carried forward to next account. The directors regretted to announce the death of their esteemed colleague, Mr. James Joseph Mackenzie, whose valuable services, first as auditor and subsequently as director, had always been highly appreciated.

The CHAIRMAN said the present was an interim meeting of the shareholders, at which it was not usual to present any detailed accounts. An approximate statement was presented which gave a fair reflex of the company's affairs. The profit and loss account was not so satisfactory as that of the corresponding half-year, and that was entirely owing to the unsatisfactory state of the China trade. The directors had no reason to complain of the other branches of the bank, but it would be wrong not to state frankly that the China business showed a considerable loss, and consequently the aggregate profits of the present half-year as compared with the corresponding period were considerably less. The China business it had been felt necessary to curtail very much indeed, and the loss on the business had been aggravated by the unusual state of the China exchanges. All the funds remitted for some time past had been at a considerable loss. That state of things, it was to be hoped, would not continue, and such a state of adversity as China trade was passing through they might expect would be succeeded by a period of prosperity. The result was that after paying a dividend at the rate of eight per cent. per annum there was a balance left to carry forward of £11,000. The only item in the figures to notice was the increase in the charges account, and after what had been said at previous meetings he thought it right to explain that the increase was partly due to an augmentation in the expenditure on inspection. He had no doubt they would all agree that that was an expenditure in the right direction. With regard to the expenditure on telegraphs, in a house like theirs, the establishment of telegraphic communication with the East rendered a large expenditure in telegrams absolutely necessary. It would be hopeless to attempt to carry on the business without that outlay; but it resulted in a profit in the business. It must not be supposed from what he had said about the loss on the China trade that they had incurred any bad debts; the losses were from losses on exchange, and the inability to make profit. Since the last meeting he regretted to say the directors had lost one of their valued colleagues, Mr. Mackenzie, who was unexpectedly carried off by death. Mr. Scott, of the firm of Binny and Co., of Madras, had been elected to fill the place of Mr. Mackenzie. The only other matter he had to refer to was that of Joshua, by which the bank some time ago sustained a very heavy loss. The matter was still *sub judice*. The bank had obtained a judgment as was expected, and was now prosecuting its claim in the courts at Damascus, and he believed that by the end of next year it would be in a position to report that something had been recovered. It was not necessary to adopt the report at this meeting, and the only resolution he had to propose was that Mr. J. W. Bullen be elected a director in the place of Sir William Grey, resigned.

Mr. MURRAY ROBERTSON briefly seconded the motion, which was agreed to *nem. con.*, and the proceedings closed with a vote of thanks to the chairman.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

An extraordinary general meeting of the shareholders of this bank was held on the 21st inst. at the London Tavern, for the purpose of declaring an interim dividend for the half-year ended the 30th of June last. Mr. W. PATERSON occupied the chair.

The CHAIRMAN expressed his regret that the chair on that occasion was not filled by Mr. Cassels, who had been nominated by the Secretary of State for India to a seat on the India Council. Although he and

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his colleagues felt that it was a loss to the bank, they could not but feel gratified at the compliment conferred upon Mr. Cassels, and he believed that the shareholders would cordially endorse the sentiments of the directors as to the great benefit the bank had derived from Mr. Cassels' services. His presence at the India Council would be of great value to banks and mercantile houses interested in India, as he had taken with him great experience and knowledge of modern business in India. His (the Chairman's) colleagues had been good enough to place him in Mr. Cassels' seat, and he could only say that it would be his pleasure, as it was his duty, to merit the confidence they had reposed in him. As to the bank's affairs there was very little to say. Everything was going on in a very satisfactory manner. During the half-year they had heard of losses in India, but fortunately they had not suffered. The business altogether was going on satisfactorily, and he believed the bank at no time possessed a more efficient staff, from its manager downwards, than it did at present. The directors, after most carefully overhauling the accounts, felt fully justified in recommending a dividend at the rate of 5 per cent. per annum. To fill the place in the direction vacated by Mr. Cassels, the board had elected Mr. Christian, who was lately a member of the old Bombay firm of which Mr. Cassels was formerly a partner, and he had no doubt that when at the proper time he proposed to the shareholders (which would be at the next meeting) to confirm the choice of the board they would unanimously do so. He concluded by moving that an interim dividend for the half-year ending 30th June last, at the rate of 5 per cent. per annum, free of income-tax, be now declared, payable on and after the 28th inst.—Mr. John Jones briefly seconded the motion.

Mr. Morrison said he would have been better pleased if the dividend had been larger, but was thankful for the return such as it was. Referring to the custom of merchants in drawing between England and India and China, he deprecated the six months' usance on bills of exchange, and, believing that it was not good in principle, urged that the board should do all they could to shorten the usance.—A Shareholder was satisfied with the dividend, and hoped the board would not increase it until a most substantial addition had been made to the reserve fund.—Mr. Joseph Balfour was of opinion that the reserve fund was the backbone of a bank, and so far as he was personally concerned he would be content to cordially support the board if they told the shareholders that they did not desire to pay an increased dividend until there was a good and substantial reserve fund. He would cheerfully go without a dividend for a year if the money were put to a reserve fund, as he believed that would strengthen the bank.—Mr. Bett thought the shareholders might be taken somewhat more freely into the confidence of the board, and informed, if only approximately, what the profits of the half-year had been, and whether they compared satisfactorily with the corresponding half-year. With reference to the charter, he would like to know whether that had been renewed.

The Chairman, in reply to the questions, said it was not usual to produce a report and accounts at the interim meeting. The accounts were made up annually and presented to the shareholders duly audited. There had been some failures in China, but this bank was not affected by them. Speaking generally, the half year for which the dividend was paid had been much better in a business point than the corresponding one of the previous year, and since June 30 there had been if anything a similar improvement. He had every reason for believing that at the close of the year the board would be able to give as good a dividend, and carry a respectable sum to the reserve fund. The feeling of the board was to keep the dividend at about the present rate until there was a good reserve fund. The bank could not disturb the usance, and if they were to refuse first-class mercantile bills having six months to run they might as well shut up shop. The directors had every desire to see shorter bills, but there were such things as good long bills and bad short ones.

The dividend was then declared, and the proceedings closed with a vote of thanks to the chairman and his colleagues.

Shipping Intelligence.

ARRIVALS.

At Yokohama.—From London, Aug. 28, Remus; from Liverpool, 31, Jessica.

At Hiogo.—From New York, Aug. 26, Contest.

At Shanghai.—From London, Oct. 17, Lady Clarendon, Hong Kong (str.).

At Hong Kong and Canton.—From London, Sept. 5, Falcon; 8, Sir Harry Parkes; 9, Paris (str.); from Hamburg, 6, Atalanta (str.); from London &c., Oct. 18, Braemar Castle (str.), Antenor (str.).

At Singapore.—From London, Sept. 6, Travancore (str.); 15, Western Chief; For Liverpool, 4, Antenor (str.); 15, Emiliano; 18, Ulysses (str.); from London, &c., Oct. 13, Glenfalloch (str.), Mogul (str.).

At Penang.—From London, Sept. 5, Hope; 15, Andromeda, Ulysses (str.); from Sunderland, 15, Mary Nelson.

DEPARTURES.

From Yokohama.—For New York, Aug. 25, Duna (str.); 27, Benefactor; for New York, Aug. 25, Ambassador.

From Shanghai.—For London, Aug. 29, Hector (str.); 31, Wylo; for New York, Sept. 2, Killarney (str).

From Foochow.—None.

From Hong Kong and Canton.—For London, Sept. 5, Hector (str.); for Hamburg, 6, Johanna Maria; 7, Irene; for New York, 10, Duna (str.), Rifleman.

From Singapore.—For London, Sept. 14, Hector (str.); 18, United Service (str.); for Hamburg, 9, Esperanza; for Marseilles, 11, Mecca (str.).

From Penang.—For London, Sept. 17, Hector (str.), Lord of the Isles.

VESSELS LOADING.

At Yokohama.—For New York, Ambassador.

At Hiogo.—For New York, Contest.

At Shanghai.—For London, Lotus (str.), Borealis, Duke of Abercorn; for New York, Glenfinlas (str.).

At Foochow.—For London, Undine, Eliza Shaw, Hawkesbury, Taitsing.

At Hong Kong and Canton.—For London, Melbrek, Ardent, Beautiful Star, Falcon.

At Singapore.—For London, Cameo, Alexandra, Robert Morrison; for Liverpool, Akbar; for Channel, Warden Law.

At Penang.—For London, H. W. M. Hope, Mary Nelson.

FREIGHTS AND CHARTERS.

At Yokohama.—To London, nothing loading. To New York, £3 5s. per ton of 40ft.

At Shanghai.—To London, £3 per ton of 40ft. steamers, and £3 10s. per ton of 50ft. sailing vessels.

At Foochow.—To London, per steamers, £3 10s. per ton of 40ft.; sailing vessels, £3 10s. per ton of 50ft.

At Hong Kong and Canton.—The rate to London and New York is £2 17s. 6d. to £3, and £3 per ton of 50ft. and 40ft. respectively.

At Singapore.—The United Service for London and Glasgow, via Jeddah, has taken cargo at £3 for dead weight, and £3 10s. to £4 for light cargo, calling at Penang for about 200 tons Tin at £2; per sailing vessel the rate is £2 5s. dead weight, £2 15s. light cargo.

At Penang.—To London, bag sugar, £3; basket sugar, £3 5s.; pepper, £3 10s.; hides, £4 10s. per ton.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Aug. 25	Crest of the Wave	Singapore	Boston
„ 26	Argonaut	Swansea	Yokohama
„ 27	Southern Cross	Liverpool	Order
„ 28	Andreas	Hamburg	Bangkok
„ —	W. G. Patten	Cardiff	Hong Kong
„ 29	Stad Middelburg	Batavia	Rotterdam
„ 30	Monani	London	Yokohama
„ —	Guinevere	Do.	Shanghai
„ —	Lammermuir	Shanghai	London
„ —	Derevent	Manila	New York
„ —	Cemensené	Marseilles	Saigon
„ —	Olivia Davis	Singapore	New York
„ 31	Java	Sourabaya	England
„ —	Winslow	Samarang	Liverpool
Sept. 1	Meteor	Singapore	London
„ —	Richard Busteed	Manila	New York
„ 5	Hopewell	London	Hong Kong
„ —	Elizabeth Ann	Passerocang	Falmouth
„ 7	Eugenio	Cardiff	Hong Kong
„ —	Mikado	London	Shanghai

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.	4s. 2¼d. to 4s. 2½d.	4s. 2½d.	4s. 2¾d.
Shanghai „	5s. 8¾d. to 5s. 9d.	5s. 9¼d. to 5s. 9½d.	5s. 9½d.
Canton „ / Hong Kong „ / Macao „	4s. 1¾d.	4s. 1¾d.	4s. 2d.
Singapore „	4s. 2½d.	4s. 2½d.	4s. 2¾d.
Manila „	4s. 0d.	4s. 0¼d. to 4s. 0½d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 306	221
„ Hong Kong	27¼ to 27¾ dis.	—
Bar silver	Tls. 111.3.0	9½ prem.
Mexican dollars	„ 73.3.5	¾ prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 7 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 45 per cent. discount.
China Traders' Insurance Company, $650 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 10 per cent. premium
Hong Kong Fire Insurance Company, $327½ prem.
Union Insurance Society (new shares) $60 premium.
China and Japan Marine Insurance Company, Tls. 80 per share.
China Fire Insurance Company, $31 premium.
Victoria Fire Insurance Company, $21 premium
Indo-Chinese Sugar Company, 9½ per cent. dis.
Shanghai Steam Navigation Company, Tls. 90 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9½d., at Hong Kong 4s. 2½d., at Batavia F.11.75, at Manila 4s. 0½d., at Singapore, 4s. 2½d.

We are pleased to notice as a mark of appreciation, that Mr. William Robinson, Principal Clerk of the General Department in the Colonial-office, has been appointed to act as Governor of the Bahamas during the absence of Mr. Pope Hennessy. Lord Carnarvon could not have made a better selection, and we trust that the appointment may be confirmed.

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LATEST TELEGRAMS.

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THE ASSASSINATION OF HERR HABER.

HAKODADI, SEPT. 26.—The murderer of Herr Haber, the German Consul, was executed here to-day.

CHINA AND KASHGAR.

ST. PETERSBURG, OCT. 16.—The *Invalide Russe* reports the Chinese troops to have invaded Kashgar territory, with a view of making a direct attack upon the capital.

THE WAR IN ATCHIN.

THE HAGUE, OCT. 22.—General Van Swieten has written a letter in which he states that the military object of the second expedition and the programme laid down have been completely accomplished, namely, the capture of the Kraton and its fortified occupation with a view to the subjection of the country. Moreover, a permanent establishment and maritime communication have been secured. Thus there has been no disappointment. The submission of the adjacent States shows that the Atchinese understand their position to be desperate. The incorporation of the country will lead to the civilising of the Atchinese. General Van Swieten adds that he does not apprehend a prolongation of the war, and he urges that party spirit should not be allowed to depreciate the success which has been achieved.

MARKET REPORT.—CHINA.

HONG KONG, OCT. 22.—Grey Shirtings, 8¼lb., $2.45; Cotton Yarn, water-twist, 16-24, $1.15. Tea at Canton, firmer; Foochow, quiet but steady; total export of Tea from China and Japan from 1st June to date, 125,375,000 lbs., against 108,000,000 lbs. in corresponding period last season.

SHANGHAI, OCT. 22.—Grey Shirtings, 6½ catties, 8¼lbs., Tls. 1.8.9. Cotton, Shanghai, Tls. 7¼. Tea, black, moderate business; green, fair demand. Silk, very strong; No. 3 Tsatlee (Koonfongsings), Tls. 430.

THE MAILS.

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PRESENT INWARD MAIL.—BRINDISI, OCT. 22.—The P. and O. Company's steamer Malta, with the homeward India, China, and Australian mails, arrived at 1, and the mails left at 2, this afternoon for London.

HEAVY PORTION OF LAST INWARD P. AND O. MAIL.—SOUTHAMPTON, OCT. 17.—The P. and O. Company's steamship Pekin, Captain W. Woolcott, from China, *via* the Suez Canal, arrived to-day bringing the heavy India and China mails, 137 passengers, £93,097 in specie, and 29,244 packages of cargo, including 2,105 bales and seven cases of silk, 2,298 chests, 13,913 half-chests, 10,158 boxes, and 88 packages of tea. Of the above, 34 bales of silk and 6,904 half-chests of tea were for transhipment to New York. The Pekin left Shanghai on the 23rd of Aug.; Hong Kong, the 29th; Singapore, the 5th of Sept.; Penang, the 7th; Galle, the 16th; Aden, the 26th; Suez, the 3rd of October; Port Said, the 4th; Malta, the 8th; and Gibraltar, the 12th.

INWARD MAIL DUE NOVEMBER 16.—GALLE, OCT. 19.—The Messageries Maritimes steamer Amazone, with the inward French mails from China and Japan, left here to-day for Aden.

HEAVY PORTION OF LAST OUTWARD P. AND O. MAIL.—MALTA, OCT. 21.—The P. and O. Company's steamer Surat, with the outward India and China heavy mails (from Southampton, October 8), arrived at 11 last night, with loss of two blades of her screw. She will dock and fit spare blades, which are on board.—MALTA, OCT. 23.—The *Surat* left this port yesterday about 5 P.M. for Alexandria, with two new blades to propeller fitted. No other damage.

OUTWARD MAIL OF SEPT. 25.—GALLE, OCT. 19.—The Messageries Maritimes steamer Peiho, from Marseilles, 27th ult., left here to-day for Singapore.

OUTWARD MAIL OF SEPT. 4.—HONG KONG, OCT. 10.—The P. and O. mail from London, 4th ult., arrived here to-day.

OUTWARD MAIL OF AUG. 28.—HONG KONG, OCT. 7.—The French mail from Marseilles 30th August arrived here to-day.

SHIPPING POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—Oct. —, at Plymouth, from Rangoon, Moravia; at New York, from Yokohama, Bengal (str.); 22, at London, from Hankow, Ada; at Queenstown, from Rangoon, Abyssinian; at Boston, from Singapore, Olive; at New York, from Zebu, Chieftain; from Manila, Cromwell; 25, at London, from Whampoa, Deerhound; from Singapore, Blair Athol; 22, at Brouwershaven, from Padang, Clothilde.

DEPARTURES.—Oct. 22, from London, for Penang, Gleam; for Colombo, Lion; 23, from London, for Colombo, &c., Chyebassa (str.); 22, from Cardiff, for Manila, Loyola; 19, from Cronstadt, for Yokohama, Wega; 23, from Cardiff, for Singapore, Lesseps; 24, from Liverpool, for Galle, (*viâ* Cardiff), Tage; for Batavia and Sourabaya, Hawkhope.

SPOKEN.—Adolphus (Eng. barq.), Singapore to London, Sept. 29, 30 N., 33 W.; County of Bute, Batavia to Rotterdam, Sept. 22, 12 N., 25 W.; Satsuma, Ceylon to London, Oct. 7, 34 N., 39 W.; Menelaus (str.), from Liverpool, to Singapore, China, &c., between Holyhead and Bardsey; Espeigle, Hong Kong to Marseilles, Aug. 5, 10 S., 82 E.

STEAMERS PASSED THE SUEZ CANAL.—Oct. 21, Glenfinlas, from China, &c., for New York.

CASUALTIES.—Ardrossan, Oct. 21.—The Chusan (str.), sunk in four fathoms at high water, between both piers at the entrance to the harbour; fore part from after bulkhead forehold inside harbour safe, harbour authorities must have her removed. Greenock, Oct. 21.—It was the Sourabaya (as was supposed), floating dock, which drove ashore at Helensburgh during the gale; she now lies there totally dismasted. Cardiff, Oct. 17.—The National (ship of Havre), hence to Singapore, has put back with considerable damage to port bow, having been in collision with a steamer to-day, off Breaksea Point, and will have to redock for repairs.

MISCELLANEOUS.—At Table Bay, Bayswater, Ansgear, and sailed, Sept. 18, for Java. At Simon's Bay, Light Brigade, and sailed Sept. 22, for Java; Emma, from Newcastle, and sailed, Sept. 22, after repairing. At Port Said, Oct. 23, Ocean (str.), from Glasgow to Singapore, China, &c. At Suez, Oct. 23, Lord of the Isles (str.), from China; Borneo (str.), from Java to Nieu Diep; 22, Ionian, from Java to Marseilles.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

DUMARESQ.—On the 29th Aug., at Ningpo, Mrs. P. K. Dumaresq, of a daughter.
DUNCAN—On the 31st Aug., at Hong Kong, Mrs. R. Duncan, of a daughter.
HUDSON.—On the 23rd Oct., at "The Firs," Yokohama, the wife of John Hudson, of a son
KARBERG—On the 26th Aug., at Hong Kong, Mrs. Peter Karberg, of a son.
LIDDLELOW—On the 16th Sept., at Singapore, the wife of Robert Liddlelow, of a daughter.
RICHTEN—On the 7th Sept., at Paknam, Siam, the wife of A. Richten, of a son.
SANDER—On the 14th Oct., at Hamburg, the wife of Fred. Sander, of Hong Kong, of a daughter.
ST. JOHN—On the 1st Sept., at Bassein, British Burmah, the wife of R. F. St. Andrew St. John, Deputy Commissioner, of a son.
WISHART—On the 23rd Aug., at Teluk Blangah, the wife of C. Wishart, of a daughter.
WORSLEY—On the 23rd Aug., at Fern Hill, Singapore, the wife of Francis Worsley, of a son.

MARRIAGES.

GENTLE—EBDEN.—On the 23rd Oct., at Christ's Church, Paddington, by the Rev. W. H. Fowle, Alex. Gentle, of Penang, to Zima Helen, third daughter of Alfred Ebden, of Port Elizabeth, Algoa Bay, and Queen's-gardens, Hyde-park.
GROGAN—HALL.—On the 19th Oct., at Stoke Damerel Church, by the Rev. S. Beal, M.A., Edward George Grogan, 42nd Royal Highlanders (the Black Watch), only son of the late George Grogan, of Seafield, Sutton, to Meta, eldest daughter of Admiral Sir William King Hall, K.C.B., of Admiralty House, Devonport.
LLEWELLYN—HAMMACK.—On the 7th Oct., at Highgate, Arthur P. Llewellyn, eldest son of the late Thomas Llewellyn, of Shelton, Staffordshire, to Marie, eldest daughter of the late F. G. Hammack, of Coquimbo, South America.
RIPPINGALL—CHAPMAN.—On the 7th Oct., at the Church of the Holy Trinity, Roehampton, by the Rev. Horace Chapman, M.A., assisted by the Rev. Robert Carrington, M.A., Florance S. T. Rippingall, 6th Dragoon Guards, and Langham, Norfolk, to Caroline Ella, daughter of D. Ward Chapman, and granddaughter of David Barclay Chapman, Roehampton.
ROWBAND—RILEY.—On the 15th Oct., at the parish church, St. Peter's Port, Guernsey, by the Rev. Ambrose Morris, assisted by the Rev. F. S. Edmonds, Charles Frederic Rowband, of the Chartered Mercantile Bank, Shanghai, to Helen Frances, youngest daughter of the late Capt. James Townsend Reilly, 45th Regt. Madras Native Infantry.
SIMPSON—WEALE.—On the 13th Oct., at Hong Kong, Charles Lenox Simpson, of the Customs, Shanghai, to Isabel Huntly Weale, seventh daughter of the late John Weale, London.

DEATHS.

BIRKBECK—On the 25th Sept., on the s.s. *Gwalior*, between Bombay and Suez, aged 30 years, Frederick Birkbeck, Indian Civil Service, third son of the late Morris Birkbeck, of Bradford.
BIRLEY—On the 6th Oct., at Carr Hill, Kirkham, Lancashire, Thomas Langton Birley, aged 63.
BOWRA—On the 15th Oct., at Halstead, Kent, after a short illness, Edwd. C. M. Bowra, Commissioner of Customs, Canton, only son of E. Bowra, of Upper Norwood, Surrey, aged 33. Friends will kindly accept this intimation.
BEYER—On the 6th Sept., at Hong Kong, Paul Heinrich, only son of Ludwig Beyer, aged 1 year.
CAMMIDGE—On the 3rd Sept., at Shanghai, Henry Charles Cammidge, aged 35 years, a native of York.
CAMPBELL—On the 15th Oct., at 37, Seymour-street, W., the Lady Dorothea Campbell, widow of Major-General Sir James Campbell, K.C.B., daughter of the first Earl of Desart.
CARR—On the 29th Aug., at Hong Kong, Henry John Hanbury Carr, aged 63 years.
FOWLIE—On the 7th Oct., at Stonehaven, N.B., John Coutts, only son of J. C. Fowlie, of Fairlawn, Coombe Wood, Surrey, aged 14 months.
JONES—On the 29th Aug., at Shanghai, Julia Anne, the wife of James Jones.
KER—On the 14th Oct., at Langlands, Clapham-park, William Wemys Ker, formerly of Singapore, in his 73rd year.
LEAF—On the 23rd Oct., at Eastbourne, Frederick Henry Leaf, of Burlington Lodge, Norwood, and Old Change, E.C., aged 47.
NICKOLL—On the 15th Oct., at his residence, Keymer, Hurstpierpoint, Sussex, Commander James Harvey Nickoll, R.N., in the 82nd year of his age.
PRICE—On the 17th Aug., at Hiogo, Robert Ernest Price, aged 34 years.
WALKER—On the 14th Oct., at 6, St. Mark's-square, Sandringham-road, West Hackney, Emily, wife of Robert S. Walker.

Miscellaneous.

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WRECK OF THE S.S.N. COMPANY'S STEAMER "CHUSAN."

We regret to report the wreck of the S.S.N. Company's new steamer *Chusan*, the launch of which we noticed in our issue of the 28th of Sept. She was built by Messrs. John Elder and Co., on Clyde, for the Company's Yang-tsze service, and left Glasgow for China on the 19th inst., but had not proceeded far on her voyage when, owing to defects in her machinery, she put into Waterford, when it was found advisable to return to the Clyde, in order to effect the alterations; while proceeding there she was wrecked, with a loss of fifteen lives.

There were in all fifty-two souls on board, of whom thirteen were white people, the crew being otherwise made up of negroes and lascars. The steamer, which had about 900 tons of coal on board, but no cargo, was under the command of Captain Johnston, who belonged to Massachusetts, and was accompanied by his wife and son and sister-in-law, all natives of America.

The *Chusan*, after leaving Waterford, experienced at the outset moderate weather. On the 20th, however, the wind rose, and gradually gained in intensity, while the sea ran high. After midnight a perfect hurricane prevailed, with deluging rain and blinding spray. The gale blew from the north-west, driving the vessel, which did not obey her helm, over in the direction of Ayrshire, and the obvious aim of those in charge of the ship was to keep her well in the channel, and clear of this dangerous coast line.

During the night Captain Johnston, Mr. Moir, the pilot, and Captain King, a passenger, remained on the bridge, while Mr. Miller, the second mate, and other three men were stationed at the wheel. From this it would appear that the safety of the vessel was provided for as far as possible. The wind, however, was too strong to allow them to gain safer harbours up channel, and about six o'clock they found them

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selves drifting towards Ardrossan under all the perils of thick darkness, blinding rain and spray, and a gale inshore. Finding that it was impossible to keep off they made for the harbour, and succeeded in rounding the point. The situation of Crinan Rock is indicated by a beacon placed on the top, which seems to have been observed, and as the vessel was running ominously near to it her engines were backed. Before she could be got clear, however, a great sea wheeled her round, and she struck upon the shore side of the rock and parted amidships. The stern end of the vessel, which contained the machinery, sank to the bulwarks in about half an hour, the paddles remaining above water; while the forepart of the ship, which was water-tight, drifted into the harbour. She was cut through, as if with a knife. The stern end was also provided with a water-tight compartment in rear, but the machinery was partially open, and the dead-weight, with the inroad of the sea, resulted in its going down. Those who were in this part of the ship crowded astern, and as the sea washed over the bulwarks they were either drowned or washed overboard. If they had got on the paddle-boxes, the chances are that many of them, at least, might have been saved. As for the forepart of the ship, as we have said, it floated into the harbour, and the greater number of those on board, upwards of twenty in all, were safely brought to land. The pilots and others who stood on the pier carried lifebuoys, which were thrown to the assistance of several of the crew, who had got hold of pieces of wreck, and were drifting inshore.

The wreck was seen from land by Mr. Steel, the harbour master, and some of the pilots at the station, and steps were at once taken to bring into requisition all available means for the rescue of the drowning people, whose screams could be heard above the roar of the storm. As it happened, these means were hardly adequate for the occasion. The coastguard consisted of only one man, H. Lipscombe, its ordinary strength being five men. Of these G. Hays, the chief, and two others were on Monday, the 12th inst., called off to Greenock for drill, while a fourth was sent to go on duty at Lamlash. The station is provided with a rocket apparatus, which Mr. Lipscombe got out, but, without skilled assistance, was unable to use. The lifeboat was procured, but here again a difficulty was experienced, for the coxswain, Thomas Phillips, is one of the coastguardsmen who were called away, and in his absence Lipscombe, the second coxswain, did what he could to get a crew together. The boat was ultimately manned with fourteen men—carpenters, sailors, and other volunteers—William Breckenridge, one of the Ardrossan pilots, being of the number. When she was launched, however, which was not accomplished until fully an hour after the vessel struck, the wind was so strong on shore that they could not get her out to sea, although half an hour was spent in this endeavour. It was still early morning, but large crowds had assembled on the quay, watching with painful anxiety the sad spectacle out at sea. Men were seen clinging to the wreck, crying piteously for help, and others vainly trying to swim ashore were carried out by the ebb tide and quickly lost to sight. While the lifeboat was thus contending with the difficulties of the hour, Captain Bannatyne, accompanied by five men, put off in the harbour tug. He got as near the wreck as possible, and lines were thrown on board, by means of which nine of the unfortunate people were saved. The captain, with his wife, got hold of one of the lines. He bravely kept his wife afloat until she was seized by those on board the tug, but the poor man himself slipped backward and was drowned. The first and second engineers were of the number of those rescued at this time. Captain Bannatyne shouted to those still on the wreck to get on the paddle-boxes. The tide was now full, and he was hopeful that they might be able to hold on till he got back again. His return to shore, too, was hastened by signals for him to come and take the lifeboat in tow. Although he had got out with comparative ease, he experienced considerable difficulty in getting the tug into position to return. This was at length accomplished, and he landed his passengers. The life-boat was then taken in tow, and on the wreck being reached lines were again thrown out. In this way Miss Elliot, her child-nephew, George Johnstone, John Murdoch Johnstone, the mate, and three or four of the men were taken off. The mate, Mr. Johnstone, lashed Miss Elliot and the child to the rope, and saw them on board the tug before looking to his own safety or that of his companions. By the time these rescues had been effected all hope of rendering further assistance was at an end. It was now about 9 o'clock, and the storm had done its work. Excepting those who had reached land, all were now beyond aid. As we have said, several men were rescued by the assistance of the pilots on the pier, and the steward of the steamer *Amphiom*, then lying at the quay, picked up a man who managed to reach that vessel. Four men also put off in a small boat, but their praiseworthy bravery was unhappily not rewarded by success. One of the crew was observed at the wheel, and efforts were made to bring him off. The men succeeded in passing a line to him, but were unable to pull him clear of the wreck, and it is supposed he must have been fastened to the wheel. He was ultimately wasked of the deck and drowned. The rescued persons were accommodated in hotels and private houses in the town, and every kindness was shown them. Mrs. Johnstone is near her confinement and her condition is therefore critical. Mr. Johnstone, the mate, lies in a very exhausted state."

Of the persons who were drowned, only two were white people, viz., Captain Johnstone and William Miller, the second mate. The following are the names of the white persons saved:—Captain King, passenger, Mrs. Johnstone, the captain's wife, and their son, George Johnstone, 4½ years old; Miss Ellen Elliot, Mrs. Johnstone's sister; Mr. Moir, pilot; John Murdock Johnstone, first mate, unmarried, and belonging to Glasgow; William Gardner, chief engineer, a native of Leith; William Ortwin, second engineer, belonging to Liverpool; William G. Wrench, third engineer, unmarried, belonging to Abernethy; George Marr, fourth engineer, a native of Aberdeen, but living with his family in Glasgow; Edward Humphreys, purser, belonging to Salem, U. S. The greater portion of the wreck now lies in four fathoms of water between both piers at the entrance of Ardrossan Harbour, in such a position that it is dangerous, if not impossible for vessels to pass in and out. The fore part of the *Chusan*, from the after bulkhead forehold, lies inside the harbour. The harbour authorities have received instructions from the Glasgow Salvage Association to have the wreck removed.

LOSS OF THE "MAJU."

Telegrams from Stornaway, received at Dundee, report that on the 23rd a wreckage was cast ashore, from which there is no doubt whatever that the fine iron ship *Maju*, Captain Smith, has been lost, and that the whole of the crew, twenty-four in number, have perished. The vessel sailed from Dundee on the afternoon of Friday, the 16th, and made a splendid passage to the Pentland Frith. It would appear that she had encountered the whole of the violent gale which swept over the coast on Wednesday, the 21st. The supposition is that she had been endeavouring to get shelter among the Hebrides Islands. She was built by Messrs. Brown and Simpson, Dundee, for Messrs. Killick, Martin, and Co., of London, and was of 1,000 tons burden, and classed A 1 at Lloyds. She was coal-laden for Rangoon. How the casualty happened no one, of course, can tell, but it is supposed that the ship had become unmanageable. It is supposed that the total loss will amount to between thirty and forty thousand pounds, both ship and cargo were insured.

Deputy Inspector-General of Hospitals and Fleets, Dr. William Loney, who has been stationed at Hong Kong since September, 1872, has been appointed to Haslar Hospital, vice Nelson, whose period of service is about to expire. Deputy-Inspector of Hospitals and Fleets, David Lloyd Morgan, C.B., M.D., has been ordered to hold himself in readiness to proceed to Hong Kong, to relieve Dr. Loney.

Mr. E. C. Bowra.—It is with much regret that we record the death of Mr. E. C. Bowra, in his thirty-third year, at Halstead, Kent. Mr. Bowra arrived in China in 1865, and entered the Chinese Customs Service. Having attained considerable proficiency in the Chinese language, he was soon promoted to the post of Commissioner of Customs at Ningpo. He was deputed last year as one of the special commissioners to represent China at the Vienna Exhibition; his labours in connection with this post were very much appreciated, and it is hardly too much to say that he was the life and soul of the China department at Vienna. His loss will be felt by a large circle of friends, who much appreciated his talents, vigour, vivacity, and genial temperament. At the expiration of his leave Mr. Bowra would have returned to China to resume his post in the service, but his premature death now leaves a blank to be filled. Mr. Bowra has left a widow and four children.

Mr. Wm. Benjamin Mason, who has been for about ten years in connection with the Telegraph department at Inverness, being second clerk in charge for the last few years, has just been appointed to fill one of three vacant posts under the Japanese Government Telegraphic Administration.

Monetary and Commercial.

The Chartered Bank of India, Australia, and China held their meeting on the 21st inst., when an ad interim dividend, at the rate of 5 per cent. per annum for the half-year, was declared.

At the meeting of the Oriental Bank Corporation an *ad interim* divided of 30s. per share was declared.

At the meeting of the Chartered Mercantile Bank of India, London, and China, a dividend at the rate of 8 per cent. per annum, free of income-tax, was declared, leaving a balance to carry forward of £11,871 13s. 4d. The proceedings are reported in another column. The following statement of accounts to the 30th June was presented:—

LIABILITIES.

Capital paid up	£750,000	0	0
Current and fixed deposits	3,129,547	16	6
Bills payable, notes in circulation, and other sums due to the public	5,135,836	7	6
Reserve fund	55,000	0	0
Profit and Loss Account— Balance at 30th June, 1874, as undernoted ...	41,871	13	4
	£9,112,255	17	4

ASSETS.

Coin and bullion	£1,553,032	10	4
Cash with bankers and money at call	466,494	9	0
Government securities	374,251	7	1
Landed and house property at head office and branches	222,424	4	4
Bills receivable, in hand and on deposit, loans, and other debts, &c., due to the Corporation	6,496,053	6	7
	£9,112,255	17	4

PROFIT AND LOSS ACCOUNT.

To expenses of management at head office, eleven branches, and six sub-agencies	£58,660	11	11
„ Balance carried down	41,871	13	4
	£100,532	5	3
By balance of undivided profit brought forward from 31st Dec., 1873	£1,661	11	4
„ Gross profit for half-year ending 30th June, 1874	98,870	13	11
	£100,532	5	3
By balance brought down	£41,871	13	4

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Hester and Co. (Limited), wholesale tea merchants, solicit subscriptions for £29,230 in £10 shares, of which £7 will be called up in nine months. This will bring up the subscribed capital to £100,000.

Messrs. Sillar and Co.'s Tea Circular contains the following passage with reference to the Teas ex *Gordon Castle* :—

In our last Circular we alluded to the sale at Lisbon of 1,400,000 lbs. of submerged teas from the wreck of the *Gordon Castle* for £500, or at the rate of a third of a farthing per pound. We also drew attention to the fact of a hundred tons of the same submerged teas having arrived in this country. This statement drew forth a communication from Messrs. W. J. and H. Thompson to the effect that this sale was based upon the value of the lead, and that there was not any chance of the tea being introduced for consumption, the whole of the cargo having been condemned by a gentleman from their house as utterly spoilt. These gentlemen omitted to add that the contents of 1,000 chests were packed in bags and sold at the rate of 2d. per lb., and that the Portuguese Government had taken measures to prevent their import for consumption into that country. The condemnation of the whole cargo by the gentleman from Messrs. Thompson's house does not, therefore, appear to have prevented this sale, which was based upon a money standard considerably higher than the value of the lead. There are large quantities of these re-dried and putrid tea-leaves now in the London warehouses, part of which has been delivered for home consumption. They are quite unfit for human food; we have drawn public attention to this fact again and again. It is rumoured that some were cleared by a contractor for one of the workhouses.

The Times prints the following observations on the subject:—

The matter is one deserving attention, and the only practical remedy appears to be that the Custom-house authorities should have the power to stop obviously bad samples of any kind of food from entering the country. At present they have no such power, so that if an importer chooses to pay the duty on putrid articles and run the risks he must be allowed to do so. The absence of any uniform system of sanitary administration on the part of local authorities frequently makes these risks but slight.

The P. and O. steamer *Pekin* arrived at Southampton on the 17th inst., with £192,240 in Japanese gold coin. The whole of this amount has since been purchased for export to France.

The bullion per P. and O. steamer *Peshawur*, from Southampton, Oct. 22, was, in gold, to Galle, £570; in silver, to Hong Kong, £9,357.

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's Tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 15th Oct., 1874, compared with the corresponding periods of the two preceding years :—

HONG KONG AND WHAMPOA.

Plain Cottons.—Export for the month ended 15th Oct., 1874, 6,119,624 yards; for the twelve months, 122,581,847 yards; for the twelve months, 1873, 89,989,508 yards; for the twelve months, 1872, 84,304,227 yards. Increase for 1874 against 1873, 32,592,339 yards.

Coloured Cottons.—Export for the month ended 15th Oct., 1874, 173,851 yards; for the twelve months, 5,284,921 yards; for the twelve months, 1873, 4,360,548 yards; for the twelve months, 1872, 1,824,074 yards. Increase for 1874 against 1873, 924,373 yards.

Printed Cottons.—Export for the month ended 15th Oct., 1874, 53,219 yards; for the twelve months, 740,295 yards; for the twelve months, 1873, 1,933,457 yards; for the twelve months, 1872, 2,389,217 yards. Decrease for 1874 against 1873, 1,193,162 yards.

Cotton Yarn.—Export for the month ended 15th Oct., 1874, 1,065,160 lbs.; for the twelve months, 12,847,658 lbs.; for the twelve months, 1873, 9,024,305 lbs.; for the twelve months, 1872, 7,452,920 lbs. Increase for 1874 against 1873, 3,823,353 lbs.

SHANGHAI.

Plain Cottons.—Export for the month ended 15th Oct., 1874, 13,059,695 yards; for the twelve months, 254,918,161 yards; for th twelve months 1873, 243,847,777 yards; for the twelve months 1872, 310,271,715 yards. Increase for 1874 against 1873, 11,070,384 yards.

Coloured Cottons.—Export for the month ended 15th Oct., 1874, 635,667 yards; for the twelve months, 14,771,178 yards; for the twelve months 1873, 16,890,783 yards; for the twelve months 1872, 8,891,301 yards. Decrease for 1874 against 1873, 2,119,605 yards.

Printed Cottons.—Export for the month ended 15th Oct., 1874, 295,950 yards; for the twelve months 5,171,757 yards; for the twelve months 1873, 8,017,878 yards; for the twelve months 1872, 7,227,144 yards. Decrease for 1874 against 1873, 2,846,121 yards.

Cotton Yarn.—Export for the month ended 15th Oct., 1874, 10,000 lbs.; for the twelve months, 742,380 lbs.; for the twelve months 1873, 1,360,143 lbs.; for the twelve months 1871, 1,211,900 lbs. Decrease for 1874 against 1873, 617,763 lbs.

JAPAN.

Plain Cottons.—Export for the month ended 15th Oct., 1874, 1,380,287 yards; for the twelve months, 36,538,156 yards; for the twelve months 1873, 27,887,422 yards; for the twelve months 1872, 28,801,594 yards. Increase for 1874 against 1873, 8,650,734 yards.

Coloured Cottons.—Export for the month ended 15th Oct., 1874, 183,026 yards; for the twelve months, 2,993,195 yards; for the twelve months 1873, 5,848,826 yards; for the twelve months 1872, 2,744,060 yards. Decrease for 1874 against 1873, 2,855,331 yards.

Printed Cottons.—Export for the month ended 15th Oct., 1874, 94,700 yards; for the twelve months, 757,712 yards; for the twelve months 1873, 2,939,271 yards; for the twelve months 1872, 1,569,238 yards. Decrease for 1874 against 1873, 2,181,559 yards.

Cotton Yarn.—Export for the month ended 15th Oct., 1874, 420,020 lbs.; for the twelve months, 11,958,542 lbs.; for the twelve months 1873, 9,249,282 lbs.; for the twelve months 1872, 15,583,564 lbs. Increase for 1874 against 1873, 2,709,260 lbs.

SINGAPORE AND PENANG.

Plain Cottons.—Export for the month ended 15th Oct., 1874, 5,997,513 yards; for the twelve months, 81,712,898 yards; for the twelve months 1873, 63,305,544 yards; for the twelve months 1872, 69,341,431 yards. Increase for 1874 against 1873, 18,407,354 yards.

Coloured Cottons.—Export for the month ended 15th Oct., 1874, 451,580 yards; for the twelve months, 5,027,534 yards; for the twelve months 1873, 4,657,892 yards; for the twelve months 1872, 5,232,440 yards. Increase for 1874 against 1873, 369,642 yards.

Printed Cottons.—Export for the month ended 15th Oct., 1874, 320,470 yards; for the twelve months, 3,852,585 yards; for the twelve months 1873, 2,550,939 yards; for the twelve months 1872, 3,941,298 yards. Increase for 1874 against 1873, 1,301,646 yards.

Cotton Yarn.—Export for the month ended 15th Oct., 1874, 242,220 lbs.; for the twelve months, 2,189,081 lbs.; for the twelve months 1873, 1,821,739 lbs.; for the twelve months 1872, 1,811,324 lbs. Increase for 1874 against 1873, 367,342 lbs.

BATAVIA.

Plain Cottons.—Export for the month ended 15th Oct., 1874, 2,856,631 yards; for the twelve months, 34,330,617 yards; for the twelve months, 1873, 19,122,639 yards; for the twelve months, 1872, 20,778,965 yards. Increase for 1874 against 1873, 15,207,978 yards.

Coloured Cottons.—Export for the month ended 15th Oct., 1874, 1,114,344 yards; for the twelve months, 11,006,548 yards; for the twelve months 1873, 8,563,337 yards; for the twelve months 1872, 9,869,772 yards. Increase for 1874 against 1873, 2,443,211 yards.

Printed Cottons.—Export for the month ended 15th Oct., 1874, 683,610 yards; for the twelve months, 6,860,209 yards; for the twelve months 1873, 7,072,278 yards; for the twelve months 1872, 12,220,728 yards. Decrease for 1874 against 1873, 212,069 yards.

Cotton Yarn.—Export for the month ended 15th Oct., 1874, 59,480 lbs.; for the twelve months, 825,224 lbs.; for the twelve months 1873, 572,415 lbs.; for the twelve months 1872, 454,494 lbs. Increase for 1874 against 1873, 252,809 lbs.

MANILA.

Plain Cottons.—Export for the month ended 15th Oct., 1874, 2,165,965 yards; for the twelve months, 22,370,696 yards; for the twelve months 1873, 16,483,092 yards; for the twelve months 1872 12,484,205 yards. Increase for 1874 against 1873, 5,887,604 yards.

Coloured Cottons.—Export for the month ended 15th Oct., 1874, 1,564,998 yards; for the twelve months, 14,817,130 yards; for the twelve months 1873, 15,571,442 yards; for the twelve months 1872, 8,031,376 yards. Decrease for 1874 against 1873, 754,312 yards.

Printed Cottons.—Export for the month ended 15th Oct., 1874, 606,818 yards; for the twelve months, 4,318,508 yards; for the twelve months 1873, 2,376,652 yards; for the twelve months 1872, 354,113 yards. Increase for 1874 against 1873, 1,941,856 yards.

Cotton Yarn.—Export for the month ended 15th Oct., 1874, 148,532 lbs.; for the twelve months, 1,028,162 lbs.; for the twelve months 1873, 665,760 lbs.; for the twelve months 1872, 493,001 lbs. Increase for 1874, against 1873, 362,402 lbs.

CEYLON.

Plain Cottons.—Export for the month ended 15th Oct., 1874, 2,353,988 yards; for the twelve months, 31,365,628 yards; for the twelve months, 1873, 31,893,445 yards; for the twelve months 1872, 30,216,679 yards. Decrease for 1874 against 1873, 527,817 yards.

Coloured Cottons.—Export for the month ended 15th Oct., 1874, 122,114 yards; for the twelve months, 3,042,789 yards; for the twelve months 1873, 1,620,379 yards; for the twelve months, 1872, 1,899,640 yards. Increase for 1874 against 1873, 1,422,410 yards.

Printed Cottons.—Export for the month ended 15th Oct., 1874, 251,950 yards; for the twelve months, 2,542,495 yards; for the twelve months 1873, 3,269,400 yards; for the twelve months, 1872, 4,335,816 yards. Decrease for 1874 against 1873 726,905 yards.

Cotton Yarn.—Export for the month ended 15th Oct., 1874, 22,300 lbs.; for the twelve months, 388,600 lbs.; for the twelve months 1873, 320,894 lbs.; for the twelve months 1872, 202,702 lbs. Increase for 1874 against 1873, 67,706 lbs.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Oct. 14	Star of Peace	Owen	Akyab	Flushing
13	Amalthea	Salvesen	Do.	Bordeaux
	Wakefield	Carver	Manila	New York
15	Gustav Adolphe	Andersen	Akyab	Flushing
9	Amboto (s.)	Abaroa	Manila	Lisbon
16	Borgen	Olsen	Akyab	Flushing
16	R. B. Palmer	Larsen	Do.	Do.
Sep. 26	Prince Charlie	Linskell	Singapore, &c.	Astoria
Oct. 18	Blackwall	Watkins	Singapore	London
17	Isis (s.)	—	Do.	Liverpool
19	Historian (s.)	Tutton	China, &c.	London
21	Linga	Loyson	Akyab	Falmouth
6	Luctor et Emergo	Haasnoot	Batavia	New York
	Min	Peters	Singapore	Do.
	Canopus	Lange	Manila	San Francisco
21	Cutty Sark	Tipstaff	Woosung	London
20	Harrowby	Kershaw	Rangoon	Falmouth
	Bengal	Blanchard	Do.	Queenstown
21	Royal Oak	—	Akyab	Liverpool
19	O. S. Southard	—	Do.	Do.
18	County of Elgin	McKenzie	Pasaroeang	Brouwershaven
	Frank N. Thayer	Starrett	Hong Kong	Portland, O.
18	Minna	Thuren	Manila	Hamburg

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DEPARTURES.

Date.	Ship.	Captain.	For	From
Oct. 14	Jas. Paton	Mirigain	Yokohama	Cardiff
14	Sportorno	Bartingo	Galle	Do.
14	Sirius	Emale	Singapore	Do.
14	Cuba	Theobald	Do.	Do.
8	M. Guisseppina	Carbona	Colombo	Do.
13	A igust Freacrick	Nielson	Hong Kong	Swansea
13	Aegir	—	Singapore	Milford
14	Acacia	Henderson	Batavia	Sunderland
14	Tek Li	Petersen	Shanghai	Hamburg
Sep. 16	David Brown	Colcord	Singapore	Rio Janeiro
Oct. 15	National	Soret	Do.	Penarth
15	Amaranth	Brauer	Do.	Do.
17	Dora	Mimborg	Do.	Cardiff
18	Skimmer of the Seas	Gooch	Anjer	Sunderland
20	Menelaus (s.)	Marsh	Singapore, China, &c.	Liverpool
10	Asterion	Lewis	Singapore	Cardiff
21	Hankow (s.)	Symington	Singapore, China, &c.	London

See Shipping Postscript and Correspondents' Letters.

LOADING.

At London.—Steamers via Suez Canal.—For Penang, Singapore, Hong Kong, Yokohama, Hiogo, and Nagasaki: Montgomeryshire. For Singapore, Yokohama, Hiogo, and Nagasaki: Calabar. For Singapore, Hong Kong, and Shanghai: Glenroy (str.). For Singapore and Saigon: Gunga. For Colombo, &c.: Cheops, Quang Se, Duke of Buccleuch, Navarino.

Sailing Vessels.—For Yokohama and Hiogo: Walton. For Yokohama: Annie Braginton. For Hiogo: Gaucho. For Shanghai: Belted Will. For Hong Kong: Eleanor, Ceylon, Osaka, Rollo. For Chefoo, Tientsing, and Newchwang: Ousuri. For Foochow: Zoroya. For Penang: Glenisla. For Singapore: Kingdom of Saxony. For Colombo: Seafield.

At Liverpool.—For Yokohama and Hiogo: Spirit of the Age. For Penang, Singapore, Hong Kong, and Shanghai: Sarpedon (str.), Priam, Ajax (str.). For Galle: Gloamin, Annie W. Weston. For Singapore and Manila: Leon (str.). For Batavia and Sourabaya: Questembert. For Singapore: Cleopatra. For Singapore (via Cardiff): Lady Lisgar. For Sourabaya: Loochoe. For Anjer: G. T. Ray, Finzel.

At Glasgow.—For Singapore, Hong Kong, and Shanghai: Fleurs Castle (str.). For Manila: Antela. For Singapore: Terentia, Brisbane (str.). For Singapore and Penang: Pauline. For Sourabaya: Landseer.

SPOKEN.

Emma C. Beales, New York to Java, Aug. 31, 6 N., 30 W.
Voorlichter, Nieuwediep to Batavia, Aug. 31, 10 S., 29 W.
L.K.N.V. (N.G. barque), Cardiff to Singapore, Sept. 12, 8 N., 24 W.

FREIGHTS AND CHARTERS.

We have no change of any importance to report in freights to the East. Current rates per steamers are as under noted. Coal freights are somewhat higher. There is not much doing in homeward charters.

Current Rates of Freight for Vessels on the Berth.

Per Steamers via Suez Canal.—To Yokohama: 60s. weight or meast. To Hiogo: 70s. weight or meast. To Nagasaki: 70s. weight or meast. To Shanghai: 50s. weight, 40s. meast. To Hong Kong - 50s. weight, 40s. meast. To Singapore: 50s. weight, 40s. meast. To Penang: 50s. weight, 40s. meast. To Colombo: 40s. weight, 40s. meast. To Foochow: 75s. weight, 70s. meast. To Batavia: 65s. meast. To Samarang: 70s. meast. To Sourabaya: 75s. meast.

Per Sailing Vessels.—To Yokohama: 40s. weight, 35s. meast. To Hiogo: 45s. weight or meast. To Shanghai: 35s. to 40s. weight, 30s. meast. To Hong Kong: 35s. weight, 25s. meast. To Singapore: 27s. 6d. weight, 25s. meast. To Colombo: 25s. weight or meast. To Batavia and Sourabaya: 30s. weight or meast. To Penang: 30s. weight or meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Singapore: £23 to £24. To Penang: £25, f.c. To Batavia and Sourabaya: 25s. to 26s. (per ton). To Galle: £20.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 38s. To Hong Kong: 31s. To Shanghai: 35s. To Singapore: 23s. 6d. to 24s. To Colombo: 24s. To Galle: 23s. To Batavia: 27s. 6d. To Amoy: 32s. 6d. To Sourabaya: 30s. To Manila: 25s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 27s. 6d. To Galle: 18s. To Singapore: 18s. to 19s. To Batavia: 32s. 6d.

CASUALTIES.

A telegram from Lisbon with reference to the Glamis Castle (str.) states as follows:—Found nut after side, screw jammed hard against stern post, think can be screwed back, and can secure broken keel, tides too strong for diver to work where she now lies, shifting her to-morrow out of tide, would not recommend shifting cargo if she has to be towed, as much breakage would occur by so doing, will wire when further surveyed. A later telegram (Oct. 17) would not advise cargo tea being discharged, there are upwards of 40,000 packages, and they would get very much broken and otherwise damaged, great loss will accrue by transhipping, nothing to prevent two powerful tugs with good hawsers towing ship and cargo to London, ship in capital trim, cargo sound, broken keel can be secured, rudder working well.

Rotterdam, Oct. 18.—A telegram from Batavia announces that the Sussana Johanna (ship), from Shields to Atchin, with coal, was burnt in lat. 38 S., lon. 2 W.; master and crew arrived at Anjer.

Ardrossan, Oct. 21.—The Chusan has been totally lost here; master (Johnson) and many of the crew drowned; lifeboat doing service. (Another telegram.) The Chusan (str.), of Glasgow, from Glasgow to Shanghai, in coming into harbour at five this morning, whilst putting back from Waterford, struck on Crinan Rock and parted amidships; the forward part floated into harbour, and the after part sunk outside the pier; part of crew saved.

MISCELLANEOUS.

At Port Said, Oct. 15.—Deucalion (str.), from Liverpool, to Singapore, China, &c.; Galatea (str.), from Cardiff, to Singapore; 19, Ino Bramall, from Maasluis, to Java; Formosa, from London, to Singapore, China, &c.

At Suez, Oct. 15.—Hector (str.), from China, to London; 19, Duna (str.), from Japan, &c., to New York.

Greenock, Oct. 16.—The Sourabaya, the new floating dock, which left the Clyde some time since for Java, but which put back, on account of being unmanageable, was yesterday towed out of the Gravel Park graving dock to the tail of the bank, having been supplied with a new rudder.

Greenock, Oct. 21.—A vessel, supposed the Sourabaya floating dock, is ashore totally dismasted on Helensburgh side.

LAUNCHES, &c.

There has been launched from the building-yard of Messrs. Blackwood and Gordon, Port Glasgow, a finely-modelled iron screw-steamer, built to the order of Gray, Dawes, and Co., of London, for the Netherlands India Steam Navigation Company. The vessel was named the Banda. After the launch the Banda was towed into the builders' dock, alongside their yard, where she will be fitted with a pair of compound engines of 155-horse power, made by the builders. The following are her dimensions:—Length, 220 feet; breadth of beam, 28 feet; depth of hold, 15 feet. This vessel, when completed, is intended to form one of the Company's Java line of steamers.

On the 17th inst. Messrs. Henry Murray & Co. launched from the harbour shipbuilding-yard, Port Glasgow, a handsome iron screw steamer, dimensions, 150 by 23 by 15 feet, built to the order of Messrs. J. and L. Fraser and Co., London. She is to be supplied with compound engines of 70 horse power, by Messrs. Kemp and Hume, engineers, Glasgow, and is expected to steam fast. The steamer was christened the Rosa by Mrs. Murray, sister of the captain, superintending her building. The Rosa is intended for the Straits trade.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,
CHINA AND JAPAN AGENCY,
Cowper's-court, Cornhill, London, E.C.

DRUGS, CHEMICALS, &c.,
WHOLESALE AND FOR EXPORTATION.

Drugs, &c., guaranteed genuine as imported, and Pharmaceutical Preparations made in strict accordance with the Pharmacopœia.

Orders accompanied by Drafts, or sent through Merchants, attended to promptly, and executed upon the best terms.

BAISS BROTHERS & CO.,
DRUG MERCHANTS, &c., GOVERNMENT CONTRACTORS FOR CHEMICALS, &c.,
102 LEADENHALL STREET, LONDON, E.C.

Diploma of Merit, Vienna Exhibition, 1873.
YORKSHIRE RELISH

THE most delicious SAUCE in the world to CHOPS, STEAKS, FISH, &c. Sold by all Grocers and Oilmen in bottles 6d., 1s., and 2s. each. Trade mark—Willow-pattern plate.

Proprietors:—
GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.
GOODALL'S BAKING POWDER.

THE BEST IN THE WORLD.—Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter, or Lard. Bread made with this Powder is much easier to digest, and much more wholesome than that raised with yeast, and a larger quantity is obtained from the same weight of flour. One trial will convince the most sceptical of its superiority over others. Sold by Grocers, Chemists, and Oilmen in 1d. packets; 6d., 1s., 1s. 6d., and 2s. Tins. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.
GOODALL'S QUININE WINE.

THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is invaluable. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s., 1s. 1½d., 2s., and 2s. 3d. each. Prepared by GOODALL, BACKHOUSE & CO., LEEDS.

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DEUTSCHE BANK.

(Registered in Berlin as a Limited Company, under Prussian Law.)

CAPITAL SUBSCRIBED AND PAID UP,

15,000,000 Thalers (£2,250,000).

RESERVE FUND—334,537 Thalers.

HEAD OFFICE, BERLIN—29, BURG STRASSE

LONDON BANKERS.
National Provincial Bank of England
German Bank of London (Limited).

LONDON SOLICITORS.
Messrs. Freshfields.

AGENCIES.
Hamburg, Bremen, Shanghai, and Yokohama.

AGENTS IN NEW YORK.
Messrs. Knoblauch and Lichtenstein.

LONDON AGENCY.
50, Old Broad-street, E.C.

MANAGER.
G. Pietsch, Esq.

The London Agency is prepared to transact Foreign Banking business of every description, on terms to be ascertained at its office.

STANDARD LIFE ASSURANCE.

REDUCED PREMIUMS.

CHINA and JAPAN.—The Directors of the STANDARD LIFE ASSURANCE COMPANY have reduced the rates of premium to be hereafter charged for residence in certain parts of China and Japan, and full particulars as to terms, regulations, and conditions may be had at the offices of the Company.

Local Boards and Agencies in India, China, and all the colonies.

Moderate premiums, at rates suited to each climate.

Immediate reduction to home rates on return to Europe or other temperate climate.

Loans advanced to civilians and military officers.

Profits divided every five years.

Annual income of the Company upwards of £700,000 sterling. Invested capital and accumulations upwards of £4,500,000.

H. JONES WILLIAMS, Gen. Sec. for England
82, King William-street, E.C.

JOHN O'HAGAN, Res. Sec., West-end Office
3, Pall-mall East.

Edinburgh ... 3 and 5, George-street.
Dublin ... ... 66, Upper Sackville-street.

HONG KONG AND SHANGHAI

BANKING CORPORATION.
Capital, $5,000,000. All paid up.
Reserve Fund, $775,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street, London, 1874.

K. de PIOTROWSKI,

COMMISSION MERCHANT & GENERAL AGENT

HIOGO-KOBE.

JAPAN.

Agent for the *London and China Express*.

CHARTERED BANK OF INDIA,

AUSTRALIA, AND CHINA.
HATTON-COURT, THREADNEEDLE-STREET, LONDON.

Incorporated by Royal Charter.
Paid-up Capital, £800,000.

COURT OF DIRECTORS, 1874-75.

Frederick W. Heilgers, Esq.	Emile Levita, Esq.
John Jones, Esq.	William Macnaughtan, Esq.
Thomas Lancaster, Esq.	William Paterson, Esq.

Ludwig Wiese, Esq.

MANAGER—John Howard Gwyther.
SUB-MANAGER—James Macdonald.
SECRETARY—William Charles Mullins.

AGENCIES AND BRANCHES.

Bombay	Rangoon	Hong Kong	Shanghai
Calcutta	Singapore	Manila	Hankow
Akyab	Batavia		

Minutes of an Extraordinary General Meeting of the Shareholders, held at the London Tavern, Wednesday, the 21st day of Oct., 1874; William Paterson, Esq., in the chair.

The advertisement convening the meeting having been read, the following resolution, after some introductory observations, was moved by the Chairman, and being seconded by John Jones, Esq., was carried unanimously:—

That an interim dividend for the half-year ended 30th June last, at the rate of 5 per cent. per annum (free of income-tax), be now declared, payable on and after the 28th inst.

With a vote of thanks to the Chairman, Directors, and Officers of the Bank, moved by Thomas Bett, Esq., seconded by Hugh Oxenham, Esq., and carried unanimously, the proceedings terminated.

WILLIAM PATERSON, Chairman.

Warrants for the dividend above declared, payable at the City Bank, Threadneedle-street, London, on and after the 28th inst., will be issued forthwith to all the shareholders.

October 21, 1874.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.
HEAD OFFICE—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).

LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office

HOLLOWAY'S PILLS

Sir SAMUEL BAKER,

In his work on the Sources of the Nile, says:—

"I ordered my dragoman Mahomet to inform the "Faky that I was a doctor, and that I had the best "medicines at the service of the sick, with advice "gratis. In a short time I had many applicants, to "whom I served out a quantity of Holloway's Pills. "These are most useful to an explorer, as, possessing "unmistakable purgative properties, they create an "undeniable effect upon the patient, which satisfies "him of their value."

This fine Medicine cures all disorders of the Liver, Stomach, Kidneys and Bowels, is a Great PURIFIER of the BLOOD, and wonderfully efficacious in all ailments incidental to Females—young or aged.

SUEZ HOTEL,

FACING THE MARITIME CANAL.

VISITORS will find every comfort in this OLD-ESTABLISHED HOTEL, universally acknowledged the best in Egypt.

The Hotel has been thoroughly renovated, and large additions made this season.

This is now the best point to commence travel in Egypt, and very suitable for Passengers waiting Canal steamers. GEORGE WESTCOTT, Manager.

GRAND HOTEL COMPANY.

YOKOHAMA, JAPAN.

THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steam ship lines in and out of Yokohama.

J. LYONS, Manager.
W. H. SMITH, Managing Director

GRAND HOTEL, VENICE.

FORMERLY HOTEL NEW YORK.

ON the Grand Canal. First-class house, with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

HOTEL THIERGARTEN—BERLIN.

SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all other conveniences.

HOTEL DES DEUX MONDES,

PARIS, 8, RUE D'ANTIN.

FIRST-CLASS English Family Hotel. Highly recommended.

LICK HOUSE HOTEL, SAN FRANCISCO.

AN old-established and thoroughly comfortable Hotel, in a central position. Large Dining Saloon, Restaurant, Reading Rooms, &c.

FIFTH-AVENUE HOTEL. NEW YORK.

ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

HOTEL ANGLETERRE, NAPLES.

THIS Hotel is most pleasantly situated in front of the Royal Gardens, and can be highly recommended to passengers per Messageries steamers to and from India, China, &c.

HOTEL KRON PRINSEN HAMBURG.

SITUATED on the Alster. A first-class House, at moderate prices.

HOTEL CASTIGLIONE—PARIS.

SITUATED in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from f.50 to f.4 per day Restaurant, Table d'Hote, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the establishment.

12, RUE CASTIGLIONE, 12.

HOTEL DE LA VILLE, TRIESTE.

PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt water Baths.

Restaurant, Cafe, and Reading Room, with English French, and German papers, and the *London and China Express*. Omnibus attends the trains.

CHARGES MODERATE.

CEYLON COFFEE ESTATES.

THE safest, surest and quickest mode of realising Coffee Estates is by registering them with the undersigned, who is always prepared to buy or to sell.

Seventy already sold—fifty now on the register.

ALEX. BROWN Kandy.

ALEXANDER BROWN,

ESTATE AND GENERAL AGENT,

KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and transacts all kinds of Estate and Agency Business.

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OVERLAND ROUTE and SUEZ CANAL.—Under contract for the conveyance of the Mails to the Mediterranean, India, China, Japan, and Australia. The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, from Venice every Friday, and from Brindisi, with the Overland Mails, every Monday.

Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
Malwa ...	2,933	450	Oct. 29	Mediterranean, Aden, Bombay.
*Khedive...	3,742	600	Nov. 5	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Tanjore...	2,245	400	Nov. 12	Mediterranean, Aden, Bombay.
*Pekin.....	3,777	600	Nov. 19	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Indus ...	3,478	500	Nov. 26	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Anadyr ...	Nov. 8	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Provence ...	Nov. 22		
Tigre ...	Dec. 6		
Amazone ...	Dec. 20		

The Steamers of the 22nd Nov, and 20th Dec. connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 8th Nov., and 6th Dec. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
" Constantinople ... ... " Saturday, 5 P.M.
" Algiers ... ... " " "

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenroy	100 A1	2,121	250	Nov. 6
Glengyle	100 A1	1,676	200	To follow
Glenfinlas	100 A1	2,120	330	To follow
Glenartney	100 A1	2,106	330	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glenearn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Gleneagles	100 A1	2,120	330	New boat

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.

Steam via the Suez Canal. Last shipping day, 14th November.

FOR PENANG, SINGAPORE, YOKOHAMA, and HIOGO, the well-known Clyde-built screw steam ship ABBOTSFORD, A1, 1,035 tons register, 500-horse power effective; CHARLES PATTERSON, Commander; Victoria Docks. This fine steamer is noted for her rapid passages to Bombay and China, and for the splendid order in which she always delivers her cargo.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

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YOKOHAMA and HIOGO.—The favourite clipper WALTON, A1 10 years, South West India Dock, with quick despatch. The "Ada," A1 17 years, to follow. ROBERTSON and Co., No. 5, Newman's-court, Cornhill, E.C., London.

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For Freight or Passage apply to the owners, D. J. JENKINS and Co., 17, Lime-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

FOR CHINA AND JAPAN.—The undermentioned high-classed ships will be despatched as follows:—

Port.	Ship.	Class.	Dock.	To sail.
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Chefoo, Tientsin, & Newchwang	Ousuri ...	A1 8 yr.	E.I.D.	With des.
Yokohama ...	Annie Braginton.....	A1 14 yr.	E.I.D.	With des.
Hiogo	Gaucho	A1 13 yr.	E.I.D.	With des.

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For Freight or Passage apply to THOMAS SKINNER and Co., 5, East India-avenue, Leadenhall-street, E.C.

CHINA.

THE following SPLENDID First-class CLIPPERS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Eleanor	A1 13 yr.	S.W.I.D.	To follow
Hong Kong	Osaka	A1 17 yr.	E.I.D.	To follow

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.	Tons	Brokers.	To Sail.
Glenroy, s.s. ...	2,121	McGregor, Gow, & Co.	Nov. 6
Montgomeryshire, s.s.	1,750	Norris & Joyner...	Nov. 2
Kingdom of Saxony	538	Wright Bros. & Co.	Nov. 10
Gunga, s.s.	1,700	Mors le Blanch ...	Oct. 28
LIVERPOOL.			
Ajax, s.s.	1,540	Alfred Holt ...	Oct. 30
GLASGOW.			
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Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Oct. 26, 1874.

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 583.] LONDON, MONDAY, NOV. 2, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Oct. 31.
JAPAN—Yokohama	July 24	Sept. 7	Sept. 13*
Yedo			
Osaka and Hiogo	„ 10	„ 1	„ 9*
Hakodadi			
Nagasaki	—	—	„ 5*
CHINA—Peking	—	—	Aug. 29
Tien-tsin	—	—	Sept. 3
Chefoo	—	—	„ 3
New-chwang	—	—	Aug. 29
Hankow	„ 10	Aug. 22	Sept. 6
Kiu-kiang	—	—	„ 6
Chin-kiang			
Shanghai	„ 31	Sept. 12	„ 13
Ningpo	—	—	„ 10
Foochow	„ 31	„ 10	„ 13
Formosa	—	—	„ 7
Amoy	—	—	„ 14
Swatow	—	—	„ 15
Hong Kong	Aug. 7	„ 13	„ 19
Canton	—	—	„ 17
Macao	—	—	„ 18
PHILIPPINES—			
Manila	July 31	„ 6	„ 13
COCHIN-CHINA			
Saigon	Aug. 14	„ 16	„ 25
SIAM — Bangkok	—	—	„ 22
BORNEO—			
Labuan	—	—	„ 14
Sarawak	—	—	„ 21
JAVA — Batavia	„ 21	„ 22	„ 24
Samarang	—	—	„ 14
Sourabaya	—	—	„ 16
MALACCA STRAITS—			
Singapore	„ 21	„ 19	„ 26
Penang	„ 21	„ 17	„ 21
CEYLON—			
Galle	Sept. 11	Oct. 4	Oct. 6
Colombo	„ 4	Sept. 26	„ 4

* By Pacific mail *via* San Francisco, received Oct. 26.

THE MAILS, &c.

The French mail, with the advices dated as above, was delivered, *via* Marseilles, on Saturday, being two days early. The next inward (P. and O.) mail, bringing advices Yokohama 16th, Shanghai 20th, Hong Kong 26th Sept., Singapore 4th Oct., is due, *via* Brindisi, on Monday next, the 9th inst.

The China lines of both the Eastern Extension and Great Northern Telegraph Companies are in working order.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Tigre*, arrived Oct. 29.—From Yokohama: None. From Shanghai: Messrs. Mochimoki, Tanaka, Fornbrink, Mr. and Mrs. Nabe-Shima. From Hong Kong: Messrs. Luther, Faure, Mellade, Fabre. From Saigon: M. Didot. From Batavia: Messrs. Weide, Van Amstel, Koeck, Landberg, Van der Myll, Mr. and Mrs. Boar, Miss Boesch. From Singapore: Mr. and Mrs. Torralbo, Mr. Evans, Mr. Waller. From Galle: Mr. Elphinstone, Mr. Parker.

Per steamer *Hector* (Holt's line), due in London Nov. 2.—From Amoy: Mr. E. O. De Burgh, Captain Kramer. From Shanghai: The Rev. A Elwin, wife, and two children. From Hong Kong: Mr. W. E. Smith.

PASSENGERS OUTWARD.

Per P. and O. steamer *Malta*, from Brindisi, Nov. 2.—To Ceylon: Mr. G. B. Leechman.

Per P. and O. steamer from Southampton, Nov. 5.—To Yokohama: Mr. J. Pollock, Mr. A. Young. To Hong Kong: Deputy Inspr. Gen. D. N. Morgan, Mr. G. S. Hill, Capt. Steples. To Ceylon: Mr. Grubridge, Mr. Maningay, Mr. W. R. Noad, Mr. A. Wise.

Per P. and O. steamer *Sumatra*, from Venice, Nov. 13.—To Singapore: Mr. and Mrs. C. F. Rowland. To Ceylon: Mrs. and Miss Delmege.

Per P. and O. steamer *Pekin*, from Southampton, Nov. 19.—To Ceylon: Mr. Arthur. To Singapore: Mr. and Mrs. Grutte.

Per P. and O. steamer *Malta*, from Brindisi, Nov. 30.—To Singapore: Mr. Unwin, Mr. C. Low.

Per P. and O. steamer from Southampton, Dec. 3.—To Shanghai: Mr. G. Rose.

Per French steamer *Anadyr*, Nov. 8.—To Yokohama: The Japanese Minister and suite, Mr. Wagener. To Shanghai: Mr. Gontharet, Mr. Courniere, Mr. Gruerry, five Sisters of Mercy, Mr. J. Ure, Mr. Bray, Mr. C. Thorne. To Batavia: Mr. and Mrs. Brevet, Mr. Schreiner, Mr. A. H. J. Diermont, Mr. W. W. Cook, Mr. E. Rose. To Hong Kong: Mr. A. W. Burn, Miss Kennedy and servant, Mr. E. Pye, Mr. F. Leyburn, Mr. C. Petersen. To Galle: Mrs. Block, Mr. G. L. Reid. To Saigon: Mr. Treve.

Per French steamer *Provence*, Nov. 23.—To Yokohama: Mr. Pateman. To Galle: Mr. Journy, Mr. R. B. Harvey, Mr. Ollivam, Mr. Broyer. To Batavia: Mr. Brevet. To Saigon: Mr. Lalanne.

Per steamer *Hankow*, from London, 23rd Oct.—For Penang: Mr. F. Herzberg. For Singapore: Mr. W. Lowson, Mr. Fortescue L. Gueritz. For Hong Kong: Mr. Arthur Travers, Mr. W. Barney. For Shanghai: Miss Elizabeth Carnin, Mr. James Ball, Mr. Percy Young, Mr. Paul Sphon.

Per steamer *Menelaus* (Holt's Line), from Liverpool, Oct. 29.—To Penang: Mr. John Muir, Miss Helen Brindle.

Summary of News from the Far East.

JAPAN.

Our advices from the Japan Ports by the present mail are of no later date than those received by Pacific mail on the 26th ult., and published in our last issue.

CHINA.

TIENTSIN.

On the 1st Sept. an interesting event transpired at this port. A Japanese war vessel arrived, bearing his Excelleucy Okubo, his secretaries and attachés, and accompanied by Admiral Ito, of the Imperial Japanese Navy. The news that the Ambassador's frigate, the *Rio-jio-kan*, had arrived outside Taku Bar, created a lively flutter in official circles in the city, and when the little gunboat, flying the Mikado's banner from its fore, came steaming up the Reach, she was greeted by a large and curious, if not an appreciative, assemblage, principally of Chinese. It is noteworthy that when the Ambassador was landing the Japanese sailors manned yards and cheered in true man-o'-war fashion. The Consuls called upon the Ambassador in the course of the day, and a gentleman ranking as a secretary of the Embassy visited the Custom's Taoutai, to inform him of the arrival of the Embassy and of his Excellency's intention to proceed to Peking on public business. The secretary's call was returned on the following day by the Taoutai, but it is not known whether he saw the Ambassador. Shortly after his arrival the Ambassador was conducted to the residence of the American Consul, Mr. Sheppard, whose guest he will remain during his sojourn in Tientsin. The number of attachés accompanying the Embassy is unusually large, and there has been some difficulty in finding suitable accommodation for them on shore. It is not known how long the Embassy will remain in Tientsin. No official communications or interchanges of any kind have passed between the Ambassador and Li Hung-chang, but a special courier has been sent to Peking.

A correspondent writes that the common talk amongst the Chinese, high and low, is entirely touching the Japanese action in Formosa. It is evident to everyone that they consider the position taken up by Japan as a gross insult, and that they would gladly see the honour of China vindicated by force. Everywhere we hear of all kinds of preparations being made to drive the Japanese out of Formosa. At present, however, it is like the whale fighting the sword-fish. The Japanese are, undoubtedly, masters of the position at this moment; and the Chinese are now paying the penalty for their ignorance and conceit in fancying that the few and inefficient foreign appliances they have acquired were at the present day sufficient for measures of offence or defence against the least powerful of foreign nations. We now see that all the wretched wooden men-of-war, built at Shanghai and Foochow, can be completely overawed by a couple of Japanese ironclads, so that China is at the mercy of Japan. Till lately, to listen to the talk of the mandarins, one would have

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thought they were able to fight a European nation like France. China is the whale and Japan the sword-fish, and their respective positions are likely to be maintained until the Chinese Government at Peking determines that its military and naval mandarins shall be instructed in the art of war in the same way as the military and naval officers of European Powers. The whole military and naval system of China requires to be organised on the European model ere she will be able to compete against even the small country of Japan. I am decidedly of opinion that even such an apparently trivial matter as dress is a condition of weakness. Until China abolishes the black satin boots, mandarin hats, and long dresses for her army and navy, and adopts European dress for these forces, she will compel her men to fight at a disadvantage. The mandarin dress makes the military and naval officers like men with the half of the body in sacks, unable to make use of their limbs. The Japanese naval officers and men are smart and sailor-like, and I believe their military are also uniformed in a neat and serviceable style, after the European pattern.

Two Japanese have been arrested on the road from Peitang to Peking, as travellers without passports, and brought to Tientsin. It is probable that, under different conditions, they would have been allowed to proceed, but in any case exception can hardly be taken to their arrest. They are so particular in requiring foreigners who travel in Japan to be furnished with passports that it is surprising they should place themselves in a position to be challenged for the same fault.

SHANGHAI.

The present mail brings advices from this port to the 13th Sept.; the French mail from London July 31 was received on the 12th Sept. The following summary of news is from the *North China Herald*:—

Recruiting for the Chinese army in Formosa has recently been going on briskly in Hongkew, and it is a matter of satisfaction to record that on Saturday and Sunday alone no fewer than 500 of the easily-spared members of the Chinese community in these Settlements permitted themselves to be cleared out in that way. It is believed that many more will be similarly disposed of, but the recruiting officials, the chief of whom is named Chang Yuan-quâ, are very fastidious in their selection from the multitude who have offered themselves, rejecting the aged, the too juvenile, and the unsound. Few, if any, besides Cantonese and Soochow men were accepted. In the French settlement recruiting has also been brisk for a week past, but was conducted in so quiet a manner that few foreign residents were aware of it. The recruits are divided into bands or companies numbering from ten to fifty, and the head man of each is responsible to the one immediately above him in number for the safety of his contingent, and so on, until the chief of all is reached, who by this system of enumeration can see at a glance what force he should have at his command. Chang Yuan-quâ, the recruiting officer, has taken his departure for Ningpo, for the purpose of raising another regiment there. The activity displayed by this man is described as being something remarkable in a Chinaman, as was also the tact and quickness he showed in the selection of the human material he required from the bulk before him. The force recruited here will shortly be despatched per steamers to Taiwan.

If there is one thing beyond another in which a Chinaman's dense ignorance affords him all the complacency of perfect knowledge, it is the science of engineering. The bungles and blunders about the Yellow River and the floods of the Peiho are fresh in the recollection of our readers, who will also remember the self-satisfaction with which the expectant magistrate, Kao, delivered himself on the Woosung Bar. Now, the great object is to provide fortifications to resist the possible attempts of the Japanese to sail up the Yangtsze. Every mandarin is ready with his scheme, each one only more absurd than his fellow's. It is proposed to fortify Silver Island as well as to erect forts at Woosung, and a chain of forts, each to cost Taels 1,000 is to unite these two points. As to the forts at the extremities, one wise man, thinking "there is nothing like leather," proposes batteries formed with that material backed up with cotton! Good sport for a typhoon or a few 300-pounder shot. Another suggests cast-iron plates to line the earthworks, a defence certainly more pleasant to the attacking party than the garrison. In effect, if anything be done each fort will be found to be made on a different system, the whole contrived in such a manner that each shall be a hindrance instead of a help to its neighbour.

The Japanese transport *Takaisago-maru* (late P. and O. s.s. *Delta*) arrived on the 6th Sept. from Langkiao Bay, Formosa, for orders from the Japanese Consulate here. There is nothing new by her from the "seat of war." The *status quo* is being maintained till news arrives from the North, and the impression was that there would be no disturbance between China and Japan. The *Takaisago-maru* went down the river next day, on her way, we believe, to Tientsin. The *Yong Pao*, a Chinese gunboat which came into port the day previous to the arrival of the *Takaisago-maru*, also got up steam, and soon after followed the Japanese vessel. It is evident that each side is keeping a watchful eye upon the other. We understand that the *Takaisago-maru*, being a swifter vessel than any of those in commission, has been detached for the conveyance of the Embassy and suite to Nagasaki, on the conclusion of the present negotiations. As the s.s. *Haining* was coming down the Peiho, she was requested to stop between the Taku Forts and Tientsin, to enable a Japanese gentleman, a passenger on board, to visit his Excellency the ambassador, who was in the *Moshinkan*, which also stopped.

A collision of rather a serious nature occurred on the 7th Sept., in which the *Takaisago-maru* and the *John R. Worcester* were concerned. As stated above, when the *Takaisago-maru* left her anchorage she was followed closely by a Chinese gunboat. It would appear that after reaching Gough's Island the Japanese thought proper to anchor there and allow the Chinaman to pass on, which he did, and when the latter got the length of Woosung he anchored right on the bar, no doubt intending to await the movements of the other. Meantime, the *John R. Worcester* had been lying inside the bar, but at high water took a tug to go down river. As she approached the spot where the Chinese gunboat was at anchor, she was overtaken by the *Takaisago*. At the moment the *John R. Worcester*, with tug attached, got abreast of the Chinaman, the *Takaisago*, coming down rather faster than the tug, also got abreast the former, thus bringing them all three on the bar together. The *Takaisago* now starboarded her helm, and ran right into the bow of the *John R. Worcester*, carrying away her bow rails forward of the fore-rigging, stanchions, breaking her rail and cathead, and doing other considerable damage. Surveyors were sent down, and the *J. R. Worcester* was ordered back to Shanghai for repairs, which will probably take from eight to ten days to complete. We are given to understand that the Japanese acknowledge that their vessel was in the wrong. She was in charge of a foreign pilot, but on whom rests the actual responsibility of the mistake which resulted in the catastrophe we have not heard.

The programme of the autumn races, which has now been drawn up, fixes Friday and Saturday, the 30th and 31st October, and Monday 2nd November, as the three regular days of the meeting. Seven events are set down for each day, and among them we notice as new features, on the second day, the Consular Cup, and on the third, the Cosmopolitan.

In the Civil Summary Court, before Mr. Myburg, a case was heard interesting to shipping agents, charterers, and brokers. A Chinaman, Lee-ching-tai, sued Mr. John Morris to recover $45 commission for procuring a charter for the American schooner *Almatia* for a cargo to Tientsin. Defendant did not exactly dispute his liability, but wished to withhold payment for a time for the following reasons:—The water on the Taku Bar is but 12½ feet on an average, and after the schooner had been loaded to the proper draught, the plaintiff caused 800 packages of paper to be put on board, causing her to draw about a foot more. He said he would produce a letter from the charterer, stating his willingness to pay charges for lightening the schooner at Taku, if necessary, to enable her to cross the bar. That letter had not been produced, and the defendant wanted to defer payment until he had received a letter from the captain of the schooner to show whether or not he had got over the bar without lightening the vessel. The cost of lighterage would be more than $45, and the plaintiff's claim was held by way of part security. His Honour said that brokerage became due as soon as a charter was complete, and decided that defendant was not justified in withholding payment.

The usual fortnightly entertainment in connection with the Shanghai Temperance Society has been given at the hall, Hankow Road, Mr. C. P. Blethen, president, in the chair. There was not so numerous an attendance as might have been anticipated from the attractive features of the programme issued. Dr. Macgowan gave an explanation of the modern method of resuscitating apparently drowned persons, and also an account of the famous Red Cross Alliance.

The Chinese paper, the *Hweipao*, has changed its name and to a certain extent its constitution. As an advertisement recently stated, it has come entirely under foreign control, and we hope the change will have broadened and rectified its views on foreign matters. The change of a character in the title alters it from *Hweipao*, "News Circulator," to *Wuipao*, "News Compiler." In fact, having been a "Courier" or "Herald," it has become a "Recorder" or "Journal."

Among the Chinese passengers who arrived from Hankow by the C.M.S.N. steamer *Haiching*, was Ma-fah-loong, a red-button mandarin of some distinction, who was, it is said, well known during the troublous times of a few years ago. He was accompanied by an escort of fifty-eight men, and is on his way to pay his respects to the Emperor.

The Customs steamer *Kuahsing* has returned to port from a four days' cruise, having paid her periodic visit to the lighthouses on the North Saddle, Shaweisham, and Gutzlaff, and to the Tungsha lightship. It is understood she will leave again for a month's work on the buoys in the Yangtsze. There was no foundation for the rumour that the *Kuahsing* had been or was proposed to be brought into requisition for the naval service of the Government. Her duties will simply be in connection with the lights, buoys, and beacons in the Shanghai district.

The Austrian corvette *Friedrich* arrived at Woosung on the 5th Sept., and was detained there for want of water on the Bar

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until the 8th, when she came up river and anchored off the Kinlee-yuen Wharf. The *Friedrich* is a wooden ship, and was built at Venice in 1854-57. She was for years a 16-gun frigate, but the advancement made in the appliances of modern warfare induced the Government to equip her as a 12-gun corvette. Her armament consists of twelve of the best 52-pounder Krupp guns on the maindeck; the only pieces of ordnance on the upper deck being two small brass rifled guns on the forecastle. The small arms, both carbines and pistols, are on the Werndl rifled principle. Her entire length is 207 feet; breadth of beam, 37 feet; horse power, 230; is provided with a steam launch 35 feet long; and her crew consists of 250 men. The *Friedrich* left Pola, in the Adriatic, on a two years' cruise, on the 31st of May last, and came out *viâ* the Canal, calling at Aden, Point de Galle, Singapore, Hong Kong, and Amoy, and has had a safe and prosperous voyage. She is commanded by the Ritter von Oesterreicher, who holds the rank of post captain in the Imperial Navy, and who was for seven years, from 1866 to 1873, director of a surveying expedition in the Adriatic, in which some of the officers now serving under him were also engaged. Captain Oesterreicher and his officers are specially commissioned to make scientific collections, and to survey the coast and take soundings in the ocean waters traversed by the corvette. They are also charged to make observations of the transit of Venus on 9th December, for which purpose the ship will repair to Yokohama. All the scientific instruments necessary for this purpose have been brought out. After a short stay at Shanghai the *Friedrich* will visit Japan, Manila, Siam, South America, and Australia.

Mr. Thomas Fawcett, to whose re-arrest we recently referred, went to Chefoo by the *Sin Nanzing*. We hear that Mr. N. J. Hannen has been retained to defend Mr. Fawcett.

The *Shantung*, arrived from Tientsin, brought down fifty-four griffins, in anticipation of the ensuing autumn races. This is, we learn, the largest consignment ever brought by any steamer at one time. Half the lot were put up to auction at the Horse Bazaar on Tuesday. Competition was not very brisk, but twelve ponies were disposed of at an average of Tls. 120 each—the prices ranging from Tls. 100 to Tls. 150.

Mr. Forrest, who has recently officiated at Shanghai as Acting Vice-Consul, took his departure for Ningpo on Monday. Mr. W. G. Stronach has resumed duty here for a short period, but will ultimately be succeeded by Mr. Davenport.

The steamer *Colorado* arrived here on the 7th Sept., with the American mail from San Franciso of August 8. To enable the *Colorado* to leave again without delay for San Francisco with the mails, &c., of the 2nd from Shanghai, the *Costa Rica* left on the 8th Sept. for Hong Kong, while the chartered steamer *Luzon* left the same day with the Shanghai mail, which is expected on the 15th. The *Colorado* would thus be almost ready to receive the mails and cargo despatched from Shanghai on the 2nd, by the time they reached Yokohama.

The *Shanghai Budget* gives the following items of news :—

At a meeting of the subscribers to the Shanghai Library on the 8th Sept. it was announced by Rev. Canon Butcher that the success already reached in promises of support was sufficient to authorise the friends of the library to hope for a prosperous future. In order to enable the exertions now used to obtain subscribers to be continued to completion, the meeting was adjourned to the 28th.

The English section of our Rowing Club having challenged the Scottish members, the latter have decided to accept the gage of friendly battle; and elected Mr. B. A. Clarke their captain. A vigorous vitality in field-sports and athletic exercises is almost as good a reply to Ningpo proclamations and other specimens of Chinese friendliness as volunteering itself.

The *Wan-kwoh--kung-pau*, a Chinese weekly magazine devoted to the diffusion among the Chinese of a "knowledge of the geography, history, civilisation, politics, religion, science, art, industry and general progress of Western countries," commences its seventh volume with its size enlarged to thirty-six pages.

The U.S.S. *Saco* arrived here on the 6th Sept., and is, we hear, to go into dock for the purpose of getting her boilers repaired, &c. We have some general recollection that this gallant ship has spent a good part of her time in various docks before the present occasion.

The Maloo Wanderers and Nondescripts contested the opening match of the season at the Cricket Ground during the last three days, with a result—after a closely fought game—in favour of the latter.

NINGPO.

A correspondent of the *North China Herald* writes from this port under date Sept. 10 as follows :—

Rumours are afloat amongst us of an intended attack on foreigners by Chinghae and Foongwha men, and not a little uneasiness is felt. The position is not altogether a comforable one to be placed in, with rumours such as are now abroad, and not a single foreign vessel in port after four P. M., the departure of the S. S. N. steamer withdrawing even the semblance of protection in the event of an outbreak. However ridiculous it may seem to the good folks in Shanghai that the veterans of Ningpo should feel anxiety on account of rumours of a native outbreak, we will stand the ridicule if you will only send us a gunboat.

It is almost impossible to get reliable information from Chinamen, although self interest points to their keeping us well informed. The answer to all enquiry is, "We are told not to talk about it." This looks as if the native authorities themselves are slightly apprehensive. We know there is great uneasiness amongst Chinamen, disturbances amongst the hill people, and a strong probability of a rising, if war with Japan is declared. A Church dignitary was surprised last Sunday by the absence of nearly all his flock. The reply to his enquiry as to the reason was, "You had better not go to church; in fact, mix as little as possible with foreigners just at present." We see a great many Chinese soldiers moving round, more especially late at nights, which is quite an unusual occurrence. No doubt they are on the alert for keeping the peace, but we do not trust them too much. Another placard on the East Gate this morning; getting nearer and nearer. I really begin to believe there is something in it.

HONG KONG.

Our advices by the present mail extend to the 19th September; the P. and O. mail from London Aug. 7 was received on the 13th September. The following items of news are from the *Hong Kong Daily Press* :—

The *Independent* states that a regatta will take place at Macao in honour of the Prince of Portugal's birthday. The same paper states that a very beautiful drama, entitled *Lucresia Borgia* will be given at the Lusitano theatre by the Portuguese Amateurs on the 3rd October.

The Calcutta Portuguese, named R. A. Rozario, who gave evidence in the *Spark* tragedy case, to the effect that he went on his knees in his cabin to three Chinese who threatened his life, whilst other Chinese were murdering the captain, complained to Mr. May yesterday that in consequence of his giving evidence he had been told by Captain G. U. Sands that his services were not required any longer. He was now, in consequence, on his own resources, and would have to pay his own expenses till the case was finished in the Supreme Court. Mr. May told him that he did not think that it was in consequence of giving evidence that he was discharged. It was doubtless for reasons he ought himself to know, but which Captain Sands did not think proper to state. However, his expenses would be paid till he was finished with.

Miss Carry George's dramatic company appeared in Robertson's well-known comedy *School*, which was given throughout with much spirit and effect. The majority of the actors and actresses are already known in Hong Kong in this piece, but it was received with evident enjoyment by the audience. Mr. Herberte as Krux was greatly admired, his doleful comicality keeping the audience in roars of laughter throughout. Miss Carry George as the sprightly Naomi Tighe was also much admired, while Mr. Taylor displayed his well-known talents as a comic actor to great advantage in Dr. Sutcliffe. Miss Norman, as Bella, acted in a pleasing and simple manner, especially in the last scene, where she is introduced as Lady Beaufort.

The *Foochow Herald* states that the Arsenal is again in full working order, and that several of the former foreign *employes* have been taken on again and others are about to be re-engaged. The *Kestrel* was to leave on the 12th instant, for Tamsui, and it was understood that on her return she would be stationed off the Settlement at Foochow.

THE JAPANESE IN FORMOSA.

(DAILY PRESS CORRESPONDENT.)

TAKAO, SEPT. 11.

We have been a whole month without any means of direct communication with Amoy; and for the present opportunity of sending our mails we are indebted to a British man-of-war.

During the latter part of last month Captain Cassell passed through Takao with a party of Japanese, on his way to Taiwanfoo, where he had some official business connected with the expedition. It is understood that he went there in the hope of meeting M. Giquel, who, however, happened not to be at Taiwanfoo. He therefore had to return to Langkiaou without effecting anything. The *Delta* has made periodical trips to Langkiaou, and has brought a few more men, either soldiers or coolies, but not enough to make a noticeable addition to those already on the spot. The health of the troops there has been exceedingly good, and the number of deaths has been very small. There have been some cases of intermittent fever, but fewer than one would expect during an unusually wet summer in Formosa. Both the American gentlemen connected with the expedition have suffered severely.

The Customs cruiser *Ling Fung* has paid us a short visit, after which she departed for the Pescadores. She is to remain there for some length of time, for the purpose of instructing and drilling the officers and sailors of the Foochow men-of-war. It is commonly reported that the sailors and some of the officers of the Foochow fleet are good seamen, but that they know nothing about fighting their ships, and are unaccustomed to the strict discipline which is considered necessary for a European navy.

On the 25th of last month seven Chinese steamers arrived, with four thousand troops, from Chinkiang. Four of the vessels were Shanghai men-of-war, and the other three were borrowed from the Chinese

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Steam Navigation Company. A Japanese corvette, which had been in the Pescadores, accompanied them from there, and anchored there for some hours; after which she went on to Langkiaou. The ships were all too large to come inside, but, fortunately meeting with fine weather, landed the troops, ammunitions, treasure, &c., on board very rapidly by means of two small Chinese steamers, formerly called the *Volunteer* and the *Island Queen*, and the foreign tug-steamer *Taiwan*, belonging to this port. A small quantity of horses and mules came in the steamer, but it is not intended to bring over any cavalry. A large number of the soldiers were encamped here for two or three days before moving to their present camps, a few miles inland. They gave some trouble to foreigners, chiefly by borrowing foreign-owned cargo-boats and sampans in the same unceremonious way that they took those of the Chinese. But no serious trouble occurred; and both the local and the military mandarins were perfectly ready to attend to any complaints brought before them. The first day was spent by the native boatmen in pulling crowded sampans forwards and backwards across the harbour, for which they got no pay. Finding this unpleasant and unprofitable, many of them disappeared in the night with their oars, leaving their sampans on the shore, in some cases with a plank taken out of the bottom. The military officers, on the other hand, retaliated by opening a store for oars and masts, and whenever they got hold of a boat which they did not want at the moment, they appropriated its oars for future use. The departure of these soldiers was not only a welcome, but a very interesting sight. The lines of crowded tents were all standing, and apparently no preparations were being made for moving, when, at a given signal, tents were struck, bedding rolled, and the men with their baggage all marched off in less than a quarter of a hour.

These troops embarked at Chinkiang, but had marched there overland from Seuchow, a town in the extreme North of the Province of Kiangsoo, on the South bank of the old course of the Yellow River. There are fourteen thousand more coming from the same place, all formerly belonging to the Victorious Army, at the head of which Le Hung-chang made his reputation fighting against the Taipings. These are all foreign armed; but while some carry breech-loaders, some have muzzle-loading rifles, and others only muskets made in the Chinese Arsenals. They are said to be, to some extent, foreign drilled. Their commander, General Tang, has already arrived. He is considered by the Chinese to be a brave soldier, and took part in many sieges and battles in the neighbourhood of Shanghai and Soochow during the Taiping rebellion. He had twenty-four thousand men under his command in Kiangsoo; and being only a little over forty years old, he is a young man for his high position. Those of the soldiers that I have seen are large and well made men; but their Chinese uniform gives them a very unmilitary appearance.

Two or three members of the Customs' outdoor staff, old soldiers I presume, have arrived at Taiwanfoo to act as drill instructors. I am told that there are soldiers stationed at all the gates of Taiwanfoo, and that for the future no stranger will be allowed to enter unless he can satisfy the guard that he is not a Japanese.

SIAM.

—o—

BANGKOK.

Our advices by this opportunity extend to Sept. 22. The *Siam Daily Advertiser* has the following account of the ceremonies to be observed in honour of the King's birthday:—

The anniversary of the birthday of H.M. the Supreme King of Siam, following the position of the Sun in the Signs of the Zodiac, will occur as usual this year on the 21st of Sept., and the ceremonies of its celebration will be as usual.

On Saturday, the 19th inst., the ceremonies will commence as follows:—That night there will be an illumination. In the palace a Buddhistic homily will be delivered.

On Sunday, the 20th, in the forenoon, a Buddhistic homily will be delivered. In the afternoon sixty Buddhist priests will perform their religious incantations.

On Monday, the 21st, in the forenoon, Buddhist priests will receive from H.M. their morning meal. At the propitious moment H.M. will enter and receive the coronation bath. Precisely at noon H.M. will ascend the throne, when the Princes, nobles, and Government officials will be in sessions in their respective places in solemn audience. H.R.H. Prince Taawate-wacharin, and H.E. Chow P'raya Tamahtekaum-nah-te-baudee, will bow and present congratulatory addresses on the anniversary of H.M.'s birthday. After H.M. has retired, during the afternoon of that day the usual ceremonies to the throne will be performed.

On the 21st the military on land and the vessels of the Royal Navy will fire salutes of twenty-one guns three times, as usual.

All Government officials, great and small, will assemble in the Taung-praong and at the building Keng-wararahch-sap'ahp'irom as herein set forth. During the day those who will have an audience to offer their congratulations will wear their overcoats, belts, and usual panung, holding their flowers and candles, and perform their usual tokens of respect.

On the 22nd there will be two Budhhistic homilies.

On the 27th, during the afternoon, twenty-two priests will rehearse their incantations in the throne-room Paisahn-t'aksin; on the following day the priests will receive their forenoon meal, and in the afternoon the lighted tapers will be passed around in honour of the idols, as a Royal birthday ceremony. At night there will be a Buddhistic homily. The proper authorities will make the necessary arrangements for the performance of these rites without fail.

The oath to be taken by the members of the Privy Council includes the following clause:—"Or if any one meditates evil against H. M. P'ra-bah-som-detch-pr'a Chula Chaum Klaw, the King, for whatever cause, we will resist that person, even unto death."

This is a very prominent and important item, as it binds all the members of the Privy Council to defend the person of H.M. the Supreme King, at all hazards. Their influence, their power, their fortunes, their lives, their sacred honour must all be sacrificed, if the defence, protection, and safety of the person of H.M. the Supreme King renders it imperative.

The King has conferred the decorations of the Order Busopmahlah upon Mr. Henry Schuren, a photographer. A meeting of the Council of State was held on the 8th of Sept. The King has made several grants of Government land. His Majesty has directed the officers of the gold treasury to prepare as insignia of rank a gold stand and a gold teapot, to be given in exchange for a gold betel box, a gold goblet, to H.E. P'raya-samutta-Buranuraks, the Governor of Paknam, for diligent, persevering and unexceptionable performance of his official duties in the Foreign and Home Departments.

On the 28th ceremonies in honour of Buddhist idols will be performed.

There will be a Conversazione and Loan Exhibition of Works of Art in honour of the King's birthday.

A beautifully-modelled vessel has just been launched from the ship building-yard of Messrs. D. Maclean and Company. This vessel, when finished, will be the property of the Governor of Pungna, and is intended to convey the productions of the mining operations of that place to the nearest markets, to protect which against piratical attacks she will be equipped with six guns of good calibre—three on each side.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

The present mail brings advices from this port to the 26th September; no later mail from London had arrived out on the 19th Sept. The following summary of news is from the *Straits Times*:—

The question of a railway to New Harbour, which had been allowed for a time to rest, has been again revived in a paper laid before the Legislative Council on the 7th, in support of which the Hon. W. R. Scott gave notice that he should question the Government on the 28th instant. These letters prove, as surmised some time ago, that the directors of the P. and O. Company have come forward as the mouthpiece of others more interested than themselves, in an endeavour to induce the Secretary of State to override the decision of the Legislative Council and the voice of public opinion here, and to order the expenditure of our colonial funds upon a railway that is wanted, not by the public here, who are quite content to have their merchandise shipped and landed nearer town, but by the owners of wharves at the far end of New Harbour, who think the railway would enable them to catch some of the wharfage business that now goes to other wharves, and by a few landowners who expect compensation or an increase in the value of their property. As, however, both the public and those directly interested are convinced the undertaking will not pay, and therefore will not spend their money on it, and failing to induce the investment of other people's money in a scheme of so doubtful financial success, the bold idea has been seized of getting the railway made by Government, and every expedient is resorted to, and every possible argument advanced, to accomplish this desired end.

The performance of the Bijou Troupe at the Town Hall was very well attended. The first parts of the entertainment were not so attractive as expected, the singing especially being below the mark. Mr. E. Smith executed some unusually clever tricks of legerdemain, after the manner of the Japanese sleight-of-hand performers. The disappointment with regard to the music was, however, more than compensated for by the excellence of the same actresses in the ballet. Miss Alice St. Clair, and Miss Jessie Beatrice, the two *danseuses* of the company, went through their character dances with great taste, and the *pas de troix*, in which Miss Bessie Lynch appeared with them, was very gracefully executed. The third part of the entertainment, consisting of classical groupings of living statues, was very effective—the groups being arranged with great taste and skill—and was altogether the most pleasing part of the entertainment. The only departure from the programme was the substitution of the piano for the cornet solo, but had the Town Hall piano been in a little better tune no doubt the audience would have better appreciated the artist's whim. The same programme will be repeated, and there is to be an entire change.

The steamer *Sri Sarawak* returned to this port from Malacca, whither she had gone to convey the Chief Justice in time to hold the Assizes, she having, we hear, been chartered for that purpose for the lump sum of $650.

Robberies are getting rife again. In addition to two or three petty cases of theft from dwelling houses that have come to our

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knowledge, during the week the house of an Arab named Shaik Abdullah Baygeree, living near the junction of Tanjong Pagar and Neil Roads, was burglariously entered and robbed of a box containing a considerable number of bank notes and a number of valuable papers, which, while entailing serious loss upon the owner, will be of no value whatever to the thief.

Commercial Report.

(For dates see first page.)

EXPORTS.

TEA.

SHANGHAI.—Black: There had been a good demand for Congou—the better classes continuing most in request at about last mail's rates. There were not many buyers of common grades, and purchases could be made at Tls. 16 to 17, which would be Tls. 1 under last quotations. Arrivals had been very moderate. Settlements, 19,187 chests at Tls. 16¼ to 23½. Stock, 20,500 chests. Green: Teamen had accepted a reduction of about Tls. 2 on both Fychow and Moyune kinds, and considerable settlements had been made. Rather more attention was being paid to Pingsueys, at unchanged prices. Settlements, Fychow and Moyune, 20,357 ½-chests at Tls. 32 to 50; Pingsueys, 7,518 ½-chests at Tls. 23 to 41; total, 27,875 ½-chests. Stock, 62,500 ½-chests. Export to date to Great Britain (exclusive of lost cargoes):—

	1874-1875.		1873-1874.
Black	53,885,531 lbs.	against	48,046,361 lbs.
Green	3,363,675 „	„	5,355,634 „
	57,249,206		53,401,995

FOOCHOW.—The Chamber of Commerce report says:—Considerable activity has again prevailed, a large business having been transacted in all descriptions. Congou: Settlements, 29,450 chests at Tls. 4½ to Tls. 22½, and Tls. 24 to Tls. 26 for boxes. The demand has run principally on fair common to flavoury kinds, rates for which have been fully maintained, with a hardening tendency for good common sorts. Arrivals, 23,500 chests. Souchong: Settlements, 1,700 chests, at Tls. 15 to Tls. 34. Teamen have shown more disposition to sell. Arrivals, nil. The following are the current quotations, duty paid:—Common to fair, 11¾d. to 1s. 1½d.; medium to fine, 1s. 2¾d. to 1s. 7¼d.; finest, 1s. 8½d. to 1s. 11¾d. Oolong: Settlements, 1,700 half-chests at Tls. 19 to Tls. 21¾, consisting principally of Formosan kinds. 2,000 half-chests have been shipped to America via Amoy, the prices of which are not yet reported. Arrivals, 2,900 half-chests. Scented Teas: Settlements, 4,300 boxes at Tls. 18¾ to Tls. 20½ for Orange Pekoe, and Tls. 18½ to Tls 19¾ for Capers. Arrivals, 3,800 boxes. Current quotations, duty paid:—Good common to fair, 1s. 2¾d. to 1s. 3¾d.; medium to fine, 1s. 4½d. to 1s. 7d. Flowery Pekoe: Settlements, 70 chests at Tls. 30. Arrivals, nil. The export to Great Britain, the Continent of Europe, and the Cape of Good Hope is 32,757,742 lbs., against 31,764,981 lbs. at the same time last year. To America, 154,936 lbs., against nil. To the Colonies, 9,707,376 lbs., against 8,931,809 lbs. last year.

SILK.

SHANGHAI.—A large business had been transacted during the week, estimated at 3,000 bales, increasing total settlements from 1st June to date to 35,000 bales, against 26,500 bales last year, and 32,000 bales the previous season. Prices paid had been very irregular, especially for market Tsatlees and medium to common re-reeled Hainings, which classes showed an advance varying from Tls. 10 to 20 per picul on rates ruling last week. Blue Elephant and Silks bearing equally well-known chop papers were reported to have been taken at Tls. 10 to 15 per picul higher, but best chop Tsatlees showed little change. Amongst the most notable settlements reported are:—Gold Lion Nos. 1, 2, 3, and 4, at Tls. 365, 345, 325, and 305 per picul; Blue Elephant, and Yellow ditto, at Tls. 320 and 295 per picul; Dancing Bear, Nos. 1, 2, and 3, at Tls. 330, 310, and 290 per picul; Beautiful Woman, No. 2, at Tls. 317½ per picul; Pagado, No. 2, at Tls. 315 per picul; Blue Peacock, Zin-ling, at Tls. 315 per picul; Peony Ung-teh, at Tls. 295 per picul; Pah-hock and Pah-ling, at Tls. 277½ and 257½ per picul; Van-shen and Chay-shen, at Tls. 247½ to 267½ per picul; Common Tsatlees, at Tls. 230 to 250 per picul; Chin-yuen-sings Gna-ling Taysaam, at Tls. 300 per picul; Market Kahing Taysaams at Tls. 225 to 260 per picul; 9/12 moss Taysaams (common), at Tls. 205 to 215 per picul; Skeins (Laeyangs ditto), at Tls. 195 to 210 per picul; Pang-e-Tai's chop Hainings, at Tls. 310 to 330 per picul; Re-reeled Hainings (Market-classes), at Tls. 310 to 340 per picul. Arrivals during the week had not exceeded 3,000 bales, and the unsold stock was estimated at 12,000 to 13,000 bales.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company ...	Tls.500 ...	Tls.500 ...	Tls.205 ...	4 p.c.
Shanghai Gas Company ...	100 ...	100 ...	144 ...	12 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	90 ...	12 p.c.
S. Tug and Lighter Company	850 ...	850 ...	600 ...	12 p.c.
French Gas Company	50 ...	50 ...	70 ...	11 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$525 ...	12 p.c.
North China Insurance Co. ...	Tls.1,000 ...	Tls. 300 ...	Tls.360 ...	trien.
North China Steamer Company	100 ...	100 ...	10 ...	
Union S.N. Company	100 ...	100 ...	17 ...	12 p.c.
Yangtsze Ins. Association ...	500 ...	500 ...	655 ...	15 p.c.
Union Insurance Society ...	$5,000 ...	$1,000 ...	nom. ...	trien.
China Traders Co. (Limited) ...	1,000 ...	1,000 ...	1,750	$250.p.sh
China and Japan Marine Ins. Co.	Tls. 500 ...	Tls.100 ...	Tls.81 ...	12 p.c.
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$120 ...	12 p.c.
China Fire Insurance Co. ...	500 ...	100 ...	131 ...	12 p.c.
Hongkew Wharf Co.	Tls.100 ...	Tls.100 ...	Tls.117 ...	12 p.c.

EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales and Cases.
From June 1, 1874, to Sept. 11, 1874	57831739	33849736	401608	11608810	103191888	17249
From June 1, 1873, to Sept. 11, 1873	54273657	28744992	—	9393748	92411397	20604

Shipments since last report, and included in above total:—

Aug. 21 per Lothair	From Shanghai	...	1,133,056	
— 22 ... Peking (str.)	... Shanghai, &c.	...	961,944	842
— 22 ... Glenroy (str.)	... Shanghai	...	2,056,961	
— 22 ... Historian (str.)	... Foochow	...	2,046,161	
— 25 ... Lord of the Isles (str.)	... Canton	...	88,216	
— 25 ... Leucadia	... Shanghai	...	1,293,823	
— 27 ... Singtai	... Canton	...	401,960	
— 29 ... Anadyr (str.)	... Shanghai, &c.	...	495,197	653
— 29 ... Hector (str.)	... Do.	...	1,357,286	
— 31 ... Wylo (str.)	... Shanghai	...	1,185,524	

TO THE CONTINENT.

From June 1, 1874, to Sept. 11, 1874	3913833	Bales. 13431
Do. do. 1873, to Sept. 11, 1873	4935437	7214

Shipments since last report, and included in above total:—

Aug. 23 per Peking (str.)	From Shanghai, &c.	... —	1,056
— 30 ... Anadyr (str.)	... Do.	... —	1,852

TO UNITED STATES OF AMERICA.

From June 1, 1874, to Sept. 11, 1874	16093432	Bls. & Cases. 1918
Do. do. 1873, to Sept. 11, 1873	6402541	2059

Shipments since last report, and included in above total:—

July 21 per Luna (str.)	From Hiogo	...	499,784	
— 21 ... Benefactor	... Do.	...	33,304	
— 26 ... Bengal (str.)	... Do.	...	343,333	
Aug. 14 ... Great Republic (str.)	... Yokohama	...	457,987	
— 18 ... Vancouver (str.)	... Do.	...	451,708	
— 19 ... Bengal (str.)	... Amoy	...	364,718	
— 21 ... Pleiades (str.)	... Shanghai	...	1,570,613	84
— 23 ... Colima (str.)	... Yokohama	...	446,957	17
— 25 ... Oregonian (str.)	... Do.	...	182,730	
— 29 ... Peking (str.)	... Amoy	...	276,160	
— 29 ... Hector (str.)	... Shanghai	...	—	5
— 30 ... Anadyr	... Do.	...	—	20
Sept. 1 ... Killarney	... Do.	...	1,153,350	101
— 2 ... Nevada (str.)	... Do.	...	397,033	347
— 3 ... Vasco de Gama (str.)	... Hong Kong	...	78,242	198
— 8 ... J. F. Pearson	... Canton	...	27,924	
— 9 ... Rifleman	... Hong Hong	...	113,730	

TO AUSTRALIA.

From June 1, 1874, to Sept. 11, 1874	9,124,256
Do. do. 1873, to Sept. 11, 1873	9,028,540

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	...*	1863 to 1864	117,463,586	46,605
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,313
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,042	62,830
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,834,040	79,199	1872 to 1873	151,869,262	57,263
1862 to 1863	121,273,580	72,887	1873 to 1874	144,588,630	47,373

* Including the Continent.

CARGOES OF TEA AFLOAT.

Sailing Date.	Name.	From	Cargo—lbs.
July 8 ..	Lammermuir	Shanghai ...	1,340,857
„ 16 ...	Dartmouth	„ ...	1,241,848
„ 17 ...	Sir Lancelot	„ ...	1,149,957
„ 25 ...	James Sheperd	„ ...	1,135,833
Aug. 4 ...	Red Riding Hood ...	„ ...	900,551
„ 5 ...	Lauderdale ...	„ ...	930,783
„ 6 ..	Glamis Castle (str.) ...	„ ...	2,340,580
„ 8 ...	Killarney (str.)	„ ...	1,000,000
„ 15 ...	Kaisow	„ ...	1,138,185
„ 15 ..	Norham Castle	„ ...	1,010,045
„ 21 ...	Lothair	„ ...	1,132,056
„ 25 ...	Leucadia	„ ...	1,293,823
„ 29 ...	Hector (str.)	„ ...	1,357.286
Sept. 1 ...	Wylo	„ ...	1,185,524
„ 6 ...	Mirzapore (str.)	„ ...	2,000,000
„ — ...	Bokhara (str.)	„ ...	900,000
Oct. 21 ...	Hallow'een	„ ...	—
July 26 ...	Norman Court	Foochow ...	1,184,625
„ 28 ...	Ascalon	„ ...	1,234,843
Aug. 4 ...	Forward Ho!	„ ...	1,378,907
Sept. 1 ...	Glengyle (str.	„ ...	1,700,000
„ 12 ...	Undine	„ ...	1,103,000
Aug. 1 ...	Golden Spur	Canton ...	782,227
„ 22 ...	Faith	„ ...	700,000
„ 25 ...	Lord of the Isles... ...	„ ...	88,216
„ 27 ..	Singtai	„ ...	401,960

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EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2¼d. to 4s. 2¼d.	4s. 2¼d.	4s. 2⅜d.
Shanghai „	5s. 8⅝d. to 5s. 8⅝d.	5s. 9¼d.	5s. 9½d.
Canton „ ...	4s. 1¾d.	4s. 2d.	4s. 2d.
Hong Kong „ ...			
Macao „ ...			
Singapore „	4s. 2¼d.	4s. 2¼d.	4s. 2⅜d.
Manila „	4s. 0d. to 4s. 0¼d.	4s. 0¼d. to 4s. 0½d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 306	221
„ Hong Kong	27⅞ to 27⅞ dis.	—
Bar silver	Tls. 111.3.0	9½ prem.
Mexican dollars	„ 73.6.5	⅞ prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 7 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 45 per cent. discount.
China Traders' Insurance Company, $650 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 10 per cent. premium
Hong Kong Fire Insurance Company, $327½ prem.
Union Insurance Society (new shares) $60 premium.
China and Japan Marine Insurance Company, Tls. 80 per share.
China Fire Insurance Company, $32 premium.
Victoria Fire Insurance Company, $21 premium
Indo-Chinese Sugar Company, 9½ per cent. dis.
Shanghai Steam Navigation Company, Tls. 90 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9½d., at Hong Kong 4s. 2¼d., at Batavia F.11.75, at Manila 4s. 0¼d., at Singapore, 4s. 2¼d.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From Liverpool, Sept. 5, Diomed (str.).

At HONG KONG and CANTON.—From London, Oct. 24, J. C. Munro; from Hamburg, Caranjah.

At MANILA.—From Glasgow, Sept. 2, Cosmopolyta.

At SINGAPORE.—From Glasgow, Sept. 24, Bacalod.

At PENANG.—From London, Oct. 23, Excelsior.

At BATAVIA.—From London, Oct. 24, Eme.

DEPARTURES.

From SHANGHAI.—For London, Sept. 5, Joseph Dodds (str.); 6, Lotus (str.); 10, Glengyle (str.); Oct. 21, Halloween.

From FOOCHOW.—For London, Sept. 12, Undine.

From HONG KONG and CANTON.—For New York, Sept. 16, Juan F. Pearson.

From MANILA.—For London, Sept. 11, Scawfell; for Liverpool, 8, Grand Master; 11, Buenaventura; via Cadiz, for Channel, 7, Lizzie Iredale; for New York, 5, Westminster; 6, Otac Miho; for Boston, 7, Hooghly.

From SINGAPORE.—For London, Sept. 24, Joseph Dodds (str.).

CASUALTIES.

BATAVIA, Sept. 23.—The Sea Belle, Goggin, sailed hence, Sept. 11, for New York, via Padang, with sugar and a small quantity of coffee, but got ashore the same night on the Agenutin group, to the north of this place; she was floated after some cargo had been shifted, and was towed here, making five inches water per hour; surveyors have recommended her to discharge and go into dock.

MANILA, Sept. 15.—The Avenir (French str.), Angosto, arrived here, Sept. 2, and has been seized by the Government.

ZEBU, Aug. 31.—The Ida (barq.), of Shields, Thorburn, from Saigon to this port, with rice, struck on a reef on the coast of Mactan, Aug. 29, thumped heavily, and, as she began to fill, was left by the crew, who have arrived here. Sept. 8.—The Ida has become a total wreck; about 1,600 bags rice have been saved, and the vessel as far as possible stripped; the effects saved, and the hull of the vessel as it lies will be offered for sale to-morrow.

SHANGHAI, Sept. 12.—The Takaisago Maru (late Delta) came in collision with the John R. Worcester (ship), near the Woosung bar; both ships were outward bound, the latter vessel with a full cargo of tea, &c., for New York; she had her bulwarks, cathead rail, and fourteen stanchions carried away on the starboard bow, and two planks aft by the main rigging just below covering board badly cut into, and has come back into port for repairs, which it is expected will be completed by the end of next week, the Japanese paying all expenses. The St. Aubin (French ship) has been stripped, caulked, and remetalled, and is ready to be taken out of dock. The Diomed (s.) in leaving yesterday came in collision with the Hochung (s.), on the Woosung bar, but without much damage, although the latter vessel was put on shore for a short time. [The Diomed (s.) has arrived in the Suez Canal.]

FREIGHTS.

The steamer *Cawdor Castle* is loading at Shanghai at 70s. Rates by sailing vessels are the same.

LATEST TELEGRAMS.

THE STRAITS SETTLEMENTS.

SINGAPORE, OCT. 27.—The Rajahs Mahdee and Mamand, of Salangore, have arrived here, and submitted themselves unconditionally to Sir Andrew Clarke's authority.

THE WAR IN ATCHIN.

SINGAPORE, OCT. 28.—Reports received here through Dutch sources state that the Atchinese are increasing in strength and audacity.

THE MAILS.

PRESENT INWARD MAIL.—MARSEILLES, OCT. 29.—The Messageries Maritimes steamer Tigre, with the inward French mails from China and Japan, arrived here at 2 A.M. to-day.

HEAVY PORTION OF LAST INWARD MAIL.—GIBRALTAR, OCT. 27.—The P. and O. Company's steamer Mirzapore, with the India, China, and Australian (Heavy) mails, left at 9 P.M. for Southampton, where she may be expected on Sunday morning, 1st prox.

INWARD MAIL DUE NOVEMBER 16.—ADEN, OCT. 28.—The Messageries Maritimes steamer Amazone, with the inward French mails from China and Japan, left here to-day for Suez and Marseilles.

INWARD MAIL DUE NOVEMBER 23.—GALLE, OCT. 30.—The P. and O. steamer Travancore, from China, arrived here to-day, and the Khiva will leave for Suez to-morrow. Specie £429,000.

HEAVY PORTION OF LAST OUTWARD P. AND O. MAIL.—GIBRALTAR, OCT. 27.—The P. and O. Company's steamer Peshawur (from Southampton, October 22), arrived at 7, and leaves at 11 A.M. for Port Said. Experiened fine weather. All well.

COMMERCIAL POSTSCRIPT.

TEA.—Messrs. Layton and Co. sold 5,294 packages without reserve. During the past week a large quantity of green tea has been forced off at auction, and it is therefore not surprising that the market should have given way. The prices paid for the above show a reduction of about 2d. per lb. on those current early in the week, and on some lines, notably Imperial and No. 2 Gunpowder, even more. Canton tea has also fallen in value, "new make" Congou especially selling under recent quotations.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Oct. 30, at London, from Singapore, Duke; from Bassein, Irawaddy (str.); 29, off Dungeness, from Java, for Amsterdam, Prinses Amalie (str.).

DEPARTURES.—Oct. 28, from London, for Singapore and Saigon (via Pauillac), Gunga (str.); for Singapore (via Cardiff), Brisbane; 29, for Singapore and Japan, Calabar (str.); 28, from Southampton, for Java, Sumatra (str.); 27, from Newport, for Singapore, Bristolian; from Penarth, for Singapore, Selimo; 16, from San Francisco, for Hong Kong, Malay; from New York, for Anjer, Endeavour; 29, from Liverpool, for Galle, Gloamin; for Singapore, Cleopatra; 30, from London, for Foochow, Zoroya; for Shanghai, Belted Will; from Liverpool, for Singapore, China, &c., Ajax (str.); from Glasgow, for Singapore, &c., (via London), Fleurs Castle (str.); 29, from Newcastle, for Singapore, Prosperina; 30, from Sunderland, for Batavia, Argo; for Singapore, Our Annie; 4, from Rio Janeiro, for Batavia, Nett Merryman; Sept. 23, from Buenos Ayres, for Batavia, Cornelis Smit; 26, Mendoza.

SPOKEN.—Dorothy, Japan to London, Aug. 5, 34 S., 25 E.

MISCELLANEOUS.—At Port Said, Oct. 29, Bertha (str.), Duke of Sutherland (str.), from London to Colombo, &c.; at Suez, Oct. 29, from China, &c., for London, Glengyle (str.).

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

CAYLEY—On the 18th Sept., the wife of Richard Cayley, Puisne Judge of the Supreme Court of Ceylon, at Colombo, of a daughter.

FEARON—On the 6th Sept., at Shanghai, Mrs. R. I. Fearon, of a son.

GARNIER—On the 24th Oct., at Hornsey, the wife of Commander Keppel Garnier, Royal Navy, of a son.

JAMIESON—On the 11th Sept., at Shanghai, the wife of G. Jamieson, of H. M. Consular Service, of a daughter.

MACKIE—On the 23rd Sept., at Penang, the wife of F. Watson Mackie, of a son.

RÖSING—On the 29th Oct., at Melrose, Sydenham-rise, Forest-hill, Mrs. Ferdinand Rösing, of a son.

SHIPMAN—On the 25th Oct., at 49, St. Augustine's-road, Camden-square, N.W., Mrs. William Shipman, of a daughter.

SWABY—On the 7th Sept., at Osaka, the wife of Louis Swaby, of a son.

TIDMAN—On the 24th Oct., at Priory Lodge, Lee, Kent, the wife of Robert Vaughan Tidman, of a daughter.

MARRIAGES.

WILSON-KELLOCK.—On the 1st Oct., at Igatpurie, Bombay Presidency, by the Rev. R. Squires, assisted by the Rev. T. Carfield, Captain William Henry Wilson, Bombay Staff Corps, to Minnie Gordon, younger daughter of the late A. D. Kellock, Commander P. and O. Company's Service.

DEATHS.

BAKER—On the 18th Oct., at Bedford-street, Liverpool, Robert Baker, late of Singapore.

KNOWLTON—On the 16th Sept., at Ningpo, Rev. M. J. Knowlton, D.D., aged 46, twenty years Missionary to China.

REEVES—On the 4th Sept., at Ningpo, George Henry, the beloved child of George and Diana Reeves.

SCHIFF—On the 27th Oct., at Bellevue, Uhlenhorst, Hamburg, Leopold Schiff, late of Trieste, in his 78th year.

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Naval and Military.

The Audacious, 14, double-screw ironclad, Captain P. H. Colomb, bearing the flag of Vice-Admiral A. P. Ryder, the newly-appointed Commander-in-Chief on the China Station, sailed on the 28th ult., via Suez Canal, for Singapore and Hong Kong. The following is a complete list of the officers of the Audacious :—

Vice-Admiral, A. P. Ryder ; Flag-Lieutenant, A. F. St. Clare ; Secretary, Thomas H. L. Bowling ; Clerk, not yet appointed : Captain, P. H. Colomb ; Commander, C. A. G. Bridge ; Lieutenants, W. McF. Castle, H. J. G. Garbett, the Hon. F. R. Sandilands, J. E. C. Goodrich, W. S. P. Graves ; Staff-Commander, F. A. Johnston ; Lieutenant, Marine Artillery, E. R. M. Crooke ; Chaplain, the Rev. C. J. Corfe, B.A.; Staff-Surgeon, F. W. Davis; Paymaster, W. T. Richards ; Chief-Engineer, C. P. Turner ; Naval Instructor, J. R. Clark, M.A. ; Sub-Lieutenants, A. R. M. Creagh, F. S. Ommaney, P. H. E. Hungerford, C. G. Dicken, W. W. Madden ; Navigating-Sub-Lieutenant, H. Brayn ; Surgeons, W. H. Stewart, M.B. ; E. H. Saunders, H. B. Collins ; Assistant-Paymaster, C. Topping ; Engineers, J. Hird, C. G. Muller, F. S. Turner, W. H. White, R. Young, E. J. Huysman, G. Fabian; Gunner (first-class), R. Kitchener ; Boatswain (first-class), S. Ross ; Carpenter (first-class), T. Renyard ; Midshipmen, the Hon. S. J. Fortescue, F. F. Fegen, F. J. Stuart Wortley, E. B. Cleeve, A. H. Oliver, H. N. Thompson, F. S. Sieveking, F. J. Thring, C. E. Baxter, C. S. Smith, W. G. Stewart ; Naval Cadets, A. Dodgson, J. Martin, H. V. Hart, H. T. C. Knox, A. Barry, T. P. Coode, F. A. Garforth, C. H. Dundas ; Assistant-Engineer (first-class), H. E. Wingfield ; Assistant-Engineers (second-class), J. H. D. Johnson, W. H. Marshall (acting), E. Little, J. W. Bennington (acting), T. Agnew ; Clerk, G. Hyde.

Captain C. H. Brooke, of the first battalion of the 15th Regiment, has proceeded to China to take the appointment of Brigade-Major from Captain S. G. Huskisson, of the 80th Regiment, who has been acting temporarily.

The Egeria, composite sloop of 4 guns, 894(727) tons burthen, 720 (120) horse power, will be commissioned at Devonport this week by Commander Ralph L. Turton (1871), late of the Favorite, for the China station.

The reinforcements for the 57th Regiment, stationed at Colombo, details of which were given in our last issue, embarked on board the steamer Quang-se at Gravesend on the 28th ult.

ARMY EDUCATION IN THE FAR EAST.

A return, showing the certificates of education in possession of the Army on the 1st of January, 1874, has just been published. In the 80th Regiment, stationed at Hong Kong, there were 847 non-commissioned officers and men. One sergeant held a first-class certificate ; 13 sergeants, 20 corporals, 31 privates, and 5 musicians, &c., held second-class certificates ; 4 sergeants, 14 corporals, 65 privates, and 3 musicians, &c., held third-class certificates ; 64 privates, and 3 musicians, &c., held fourth-class certificates, making a total of 223 certificates. In the first battalion of the 10th Regiment, stationed at Singapore, there were 858 non-commissioned officers and men. Four sergeants, 2 corporals, and 6 privates held first-class certificates ; 15 sergeants, 10 corporals, 49 privates, and 5 musicians, &c., held second-class certificates ; 13 corporals, 75 privates, and 6 musicians, &c., held third-class certificates ; 1 sergeant, 2 corporals, 141 privates, and 3 musicians, &c., held fourth-class, making a total of 332 certificates in the regiment. In the 57th Regiment, stationed in Ceylon, there were 773 non-commissioned officers and men. Not one held a first-class certificate ; 8 sergeants, 7 corporals, 4 privates, and 1 musician held second-class certificates ; 1 sergeant, 18 corporals, 25 privates, and 8 musicians held third-class certificates ; and 1 corporal, 16 privates, and 4 musicians held fourth-class certificates, making a total of 93 certificates in the regiment. From the second brigade of Royal Artillery, now stationed in Ceylon, no correct return has been received.

From another return it appears that in the garrison library at Hong Kong there were on the 31st of December last 2,320 volumes, and that the issues during the year had been 3,500, showing a decrease as compared with the previous year, of 581 volumes and 2,300 issues. In the library at Singapore there were, on the 31st of December, 620 volumes, and there had been 8,253 issues during the year. Here there had been a decrease of 94 volumes, but an increase of 2,399 issues. In the garrison library at Colombo there were, on the 31st of December, 3,657, and the issues during the year numbered 4,880. There were, therefore, 82 volumes less, and 5,447 issues less than in 1872. In the library of the Royal Artillery at Colombo there were 461 volumes, the same as in the preceding year, and 818 issues, an excess of 474 compared with 1872.

Presentation to Mrs. Wheatley.—The North London papers give long reports of a social meeting held at Salter's Hall Chapel on the 21st ult., at which a handsome marble dining-room clock, and a silver tea and coffee service were presented to Mrs. Wheatley (*née* Miss Hobson), on the occasion of her marriage with Mr. Edmund Wheatley, from China. From the speeches delivered it was evident that Mrs. Wheatley had been the means of accomplishing an immense amount of good in connection with the schools and other institutions of Salter's Hall Chapel.

The Pacific Mail Company's steamer *City of Tokio* was to leave New York on 26th October for San Francisco, to take her place on the China line.

The German steam corvette Hertha, Capt. Knorr, left Kiel on the 28th ult. for a two years' cruise in the East. She will first touch at Plymouth.

CONSULAR JURISDICTION.

The subject of Consular jurisdiction which we discussed in our columns a short time since, has now had the attention of the Austrian Government. A correspondent of *The Times* at Vienna writes: —Among the Bills presented by the Government to the Upper House is one relating to the transformation of the Consulate jurisdiction in Egypt. You may remember that negotiations have been carried on with reference to this subject between the Egyptian Government and the Powers interested as well as between these Powers themselves since 1869. It was at the opening of the Suez Canal, which promised to give a new impulse to commercial relations with Egypt, that the matter was taken in hand, and a mixed Commission went down to draw up a plan according to which the exceptional jurisdiction reserved to foreigners by the Capitulation was to be modified so as to be better adapted to present wants. However well founded the complaints of the Egyptian Government have been about the partiality often shown by the Consular Courts, the idea of confiding the interests of European subjects to the native tribunals was dismissed at once as impracticable. The cure would have been worse than the malady. The work of the Commission was a compromise recommending mixed tribunals composed of Judges appointed one-half by the Egyptian Government. There are to be two Tribunals, one judging in the First Instance and the other of Appeal. As the Tribunal of the First Instance will, owing to the large quantity of business, form two Courts, each of the Powers is to appoint to it two members, while to the Tribunal of Appeal they are to name one member and a Judge-Advocate, the other half of the Court being in each case named by the Egyptian Government. The Presidency of the Court is to go by rotation. The competency of these Tribunals is to extend to all claims between European subjects and Natives in Civil causes. As regards criminal jurisdiction. the Courts are only to exercise it in the case of offences committed within the precincts of the Court. As a guide to the Court, a code has been drawn up by the Commission, based on the Code Napoleon adapted to the local circumstances.

These Courts are to be opened for business as soon as a perfect agreement has been come to between the Powers on all details. The fact that this Government has thought it opportune to present a Bill on the subject to Parliament, as well as that other fact that Dr. Lapenna, Dalmatian member of the Reichsrath, has been already singled out for the post of Judge in the Court of Appeal would indicate that the Government considers the realisation of the project at hand. Indeed, of all the Powers interested, there is only the French which has still objections ; but these objections refer to matter of detail. For instance, according to the French law, fraudulent bankruptcy entails the loss of political rights in France ; and the French Government does not think itself empowered to allow a Tribunal, composed in a great proportion of foreigners, to decide about the political rights of a Frenchman. It desires, therefore, to reserve the final decision in such cases to French tribunals ; but as this institution of mixed tribunals is accepted now in all its essential points by all the Powers interested, the agreement as to such smaller matters of detail cannot take a long time. But as, however plausible such mixed tribunals may seem in theory, no one can tell how they will work in practice, they are, therefore, treated somewhat as an experiment. The Convention is concluded for five years. Moreover, even before the end of the five years each Power has reserved to itself the right of giving a year's notice, at the end of which it may withdraw its representatives from the Courts, re-entering into the full possession of all the rights granted to it by the Capitulations. Thus, while consenting to make the experiment, the Powers have used every precaution in the case of its not succeeding.

The experiment was, at any rate, worth trying, for any one who has had an opportunity of seeing the working of the present Consular Courts must long ago have come to the conviction that something must be done in the matter. You were the first in taking the initiative by the creation of the special Consular Courts in Constantinople, Smyrna, and Alexandria, which are admitted to be a success, but such isolated efforts cannot cure the evil. In general, bad as the repute is of the native Courts all over the Levant, that of the Consular Courts is scarcely better, and the remarkable thing is that it is the European subjects more than the natives who do all in their power to discredit the Consular jurisdiction of each other. No doubt the greatest part of those stories of venality and corruption originate with persons who have lost a bad cause, but they have become deeply rooted in the imagination of the people, Should the experiment of Mixed Courts succeed in Egypt, a model might be found for the reorganisation of the Consular jurisdiction in the Levant.

Mr. J. C. McCoan, the London correspondent of the *Levant Herald*, writes to *The Times* of the 28th inst., stating that the guarantees provided in the scheme for judicial reform in Egypt are even greater than those pointed out by the correspondent of that journal in Vienna. Mr. McCoan says :—The new judicial machinery is, as your correspondent states, to consist of two tribunals—a Court of First Instance and a Court of Appeal ; but, instead of only half the Judges in each being named by the European Governments, three out of five in the Court of First Instance, and seven out of eleven in the Court of Appeal, will be thus appointed. The International Commission, which carefully considered the whole scheme five years ago in Cairo, recommended the establishment of three Courts—of First Instance, Appeal, and Revision —with respectively five, seven, and seven Judges for each ; but subsequently, at the instance of the French Government, the Khedive consented to limit the scheme to the two Courts of First Instance and Appeal, and to increase the number of Judges in the latter from seven to eleven, of whom, as I have said, the foreigners should be in a majority of three. In other words, in both Courts the native element is practically swamped. But, in deference to Egyptian *amour propre*, the nominal Presidents of both Courts will be natives. These functionaries will, however, only really preside in a "native chamber" of each Court, which will consist solely of the Egyptian Judges, and try only such strictly native causes as the parties may prefer not to take before the full Mixed Courts. Practically these latter will be presided over by their foreign Vice-Presidents, who, as your correspondent states, will thus function in rotation.

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, NOV. 2, 1874.

THE JAPANESE ON THE FORMOSA EXPEDITION.

A SOMEWHAT curious State paper has recently appeared in the *Nisshin Shinjishi*, the principal native daily paper at Yedo. This document, a translation of which has been forwarded to this country by the Shanghai correspondent of *The Times*, purports to be a memorial by two "Samurai" to the Sa-in, or Privy Council, on the subject of the expedition to Formosa, and in the present condition of affairs it is of some interest as an *exposé* of Japanese public opinion. The memorialists are induced to state their views a second time because "a report has lately reached them "privately that in consequence of the expedition of their "Government against Formosa a Chinese fleet of several "tens of war ships, furnished with warlike engines and "with provisions, has already assembled at Amoy, and it "is their intention in no long time to drive out the de-"tached body of troops sent against that island." While admitting that this is not the time to discuss whether the expedition is advantageous or not, they expose the shilly-shallying policy of the Government at the outset, and pointedly remark that "these frequent changes of purpose "since the beginning of the expedition are unparalleled "either in ancient or modern times;" and also, that "when a Government is about to undertake a distant "expedition beyond the seas, it is necessary first of all that "its justice and expediency should be determined after "exhaustive deliberation, and then a firm and unshakable "plan of action resolved upon. If this be not done, what "confidence can the nation repose in them afterwards? "How can the welfare of the State be maintained, "or the work of enlightenment proceed?" Having administered this well-merited rebuke to the MIKADO'S Government, the memorialists proceed to discuss briefly SOYESHIMA'S mission to Peking, again affirming that the answer he received was to the effect that as China had no concern with Korea and Formosa, Japan might do what she pleased in the matter. "If we allow," they continue, "that the Government neglected nothing in their delibera-"tions, and that SOYESHIMA also discharged his duty as a "negotiator, it is unnecessary to prove that the Chinese Go-"vernment must have been guilty of deceiving our Govern-"ment. Our rage and gnashing of teeth at this thought "are beyond the power of words to express. Not even "by trampling to powder the four hundred provinces of "China and massacring the inhabitants would our iron "hearts be satisfied. How could we should show our "faces before the nation as faithful retainers, if we did "not devour the flesh and skin of the Emperor of CHINA?"

The memorialists next advocate that SOYESHIMA should be sent again to Peking to clear up the matter, and that if it should appear that he was in the wrong, then he must be beheaded, and his subordinates punished. "If, however," they add, "the Chinese Government should prove to be "in the wrong, it will devolve upon our Government to "send an army to trample under foot the four hundred "Provinces of China, to chop up the EMPEROR'S flesh and "skin, and let every man eat his share of it. In no other "way can the Imperial glory be made to shine forth to "the world." They urge the immediate necessity of settling the diplomatic misunderstanding and of supporting the detached body of troops now in Formosa, for otherwise they say "We shall draw down upon ourselves "increasing contempt and ridicule at home and abroad, "and cause the foreign barbarians to say of us,— "'The vigour of this divine country, which was formerly "'so conspicuous, has now become so degenerate that it "'has not a single man left within its bounds,' no one "can know when the laughter will cease." But evidently the memorialists consider that the bitterest cup of all would be that the Japanese would for the future "be "obliged to submit to the control of the foreign barbarians "in all external affairs;" and towards the conclusion of their memorial they affirm that they "think over this "(*i.e.*, how disgrace in the eyes of all the countries of the "world is to be avoided) night and day with feelings of "indignation and sorrow, and are unable by reason of it "to sleep or eat!" On the whole, this document is one of the most curious combinations of common sense and bombastic sentiments that we have met with for a long time, but there can be no doubt that it fairly embodies the opinions of a very large portion of the nation, or a Japanese newspaper would hardly have ventured to publish it in the capital. That the views enunciated by the memorialists are popular among all classes is abundantly evident by our later advices from Japan, for we hear that the Government is active in its preparations for war, that all men between twenty and thirty years of age have been ordered, nothing loth, to hold themselves in readiness for service, and that "the Satsuma clan alone has offered 18,000 men, whom it is prepared to equip and maintain."

OUR NAVAL FORCES IN CHINA.

AT the critical juncture of affairs between China and Japan, which has existed for some months past, and still continues to exist, it is natural that we should look at the naval forces we have on the China station. By a late mail from Hong Kong we find that port—which is our head quarters in China—represented by one solitary vessel, the *Elk*. The lamentable catastrophe on board the *Spark*, passenger steamer, called her out in search of pirates, leaving none in harbour. This is not a creditable state of things for the country which has the stake in China which England has. We are aware that the policy of the late Government was to cut down every thing far and near, regardless of its influence on our prestige. We trust that the present Government will be prepared to support Admiral RYDER, who proceeds in the ironclad *Audacious* as Commander-in-Chief of our naval forces in China, with an efficient fleet, which will admit of more than one vessel at Hong Kong. Some evidence has already been given of this in the despatch of three cruising vessels, and the *Victor Emmanuel* as a store and hospital ship at Hong Kong. The importance of a full naval force in the China Seas can hardly be overestimated, and any attempt to economise expenditure in this direction, is calculated to jeopardise our trade and general interests in the Far East. The naval officers of China are the most efficient instruments for the suppression of piracy and all lawless proceedings, whether on the part of the Chinese or British subjects engaged in the trade. This has assuredly not been done of late years, and we trust that Admiral RYDER will, on his arrival in China, inaugurate a more vigorous policy. A naval officer in a letter to *The Times*, remarking on our own squadron in the Channel, says:—"Are we to let the Japanese ironclads, "and soon perhaps the Chinese also (miserably weak as "they are), do exactly as they please, while we look on "helplessly at whatever they choose to do, unless the flag-"ship—the only English ironclad on the station—happens "to be present? I, for one, agree with Mr. REED, and "think that wooden ships should be armed with guns "sufficiently powerful to cope with such vessels. There is "no reason why a special shell should not be supplied for the "armour-piercing guns of more than double the powder "capacity of the ordinary shell for use only against wooden "ships, and thus equalise the effectiveness of the two classes "of guns for that purpose."

CAPTAIN KING, who was saved from the wreck of the S. S. N. Company's steamer *Chusan*, was on board for the purpose of testing the vessel's capabilities. Captain KING will shortly take out (*via* the Cape) another steamer for the company, which is now being fitted at Messrs. JOHN ELDER and Co.'s yard.

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In reference to the statements in the New York and San Francisco papers as to the formation of another company to run a line of steamers between San Francisco, Japan, and China, we understand that an agent of the Pacific Railway Companies is now in London collecting information on the matter, but as yet nothing is decided on. The charter of the *Vasco de Gama* and *Vancouver* to the Pacific Mail Company removes for a time the China Trans-Pacific Company. In addition to the steamers *City of Peking* and *City of Tokio*, to be shortly added to the China line of the Pacific Mail Company, they are building three other iron screw ships at the yard of Messrs. Roach and Co., Chester.

The new Governor for Macao, Señor D'Avila, whose appointment we noticed last month, will doubtless have taken up his quarters at the official residence in Macao. His Excellency will succeed to a better order of things than his predecessors, who have all inherited the wretched coolie traffic, which has at last been suppressed. His relations with the Governor of Hong Kong and the Chinese authorities will, we are sure, be more cordial in consequence. There still remain a few vices in Macao, such as gambling and piracy, which, we trust, will be vigorously taken hold of by the new Governor.

We are glad to see by a telegram from Singapore that the rival Rajahs, Mahdee and Mamand, have withdrawn from Salangore, leaving Tunker Udin—who was supported by Governor Clarke—as the rightful Rajah. We may now expect that trade at Salangore will be undisturbed by these factions, and we may take it to be another wedge in the consolidation of the policy introduced by the Governor.

Mr. S. Nakamura has taken charge of the Consulate of Japan at Marseilles.

ROMAN CATHOLICS IN CHINA.

The advance of the Roman Catholic Church in China is thus described by the Rev. Dr. Newman :—At Tientsin the Catholics have survived the massacre. Their cathedral, at the junction of the Peiho and the Grand Canal, remains a blackened ruin ; but on the very site where the Sisters were so brutally murdered a new chapel and orphanage are in process of erection, while in the Foreign Concession is their new cathedral, surrounded by buildings for the priests, the nuns, and the orphans. At Chefoo their establishments are extensive and imposing At Hankow, on the Yangtsze, their church is large; their orphanage contains more than one hundred orphans, and near it an immense edifice is being erected for educational and charitable purposes. At Kiukiang, 150 miles to the south on the Yangtsze, their establishment covers a large area, a portion of which is a Church-hong. The holy fathers are engaged in the tea trade, and while the Chinese converts do the outside business, they do the inside. The profits for 1873 were £2,000, which accounts in part for the wealth of the Catholics in China. At Shanghai, and in the province thereof, the Jesuit fathers reign supreme. They annually receive £20,000 through the Agra Bank for church purposes, and one holy father controls £500,000 for the Church. They are large landholders, and are in repute as the shrewdest real estate speculators in that elegant commercial city. Six miles from the city they have a grand establishment, covering many acres, laid out in gardens enclosed with bamboo ; and within is the church, the orphanage, the college (containing 200 boys and girls), and an observatory well supplied with the best instruments. At Canton they are erecting a grand cathedral. It is of Hong Kong granite, 100 feet wide and 250 feet long. The noble nave is separated from lateral aisles by twenty magnificent clustered columns ; the facade is ornate. On one of the pilasters is "Jerusalem," on the other is "Roma." The spacious site was once the residence of the Chinese Governor-General of the Province, but the French army gave it to the Church. From the bishop to the humblest priest, from the Lady Superior to the least Sister of Charity, all wear the costume of the Chinese. In the garb of traders they penetrate the interior, and are to-day where no Protestant missionary has ever been. They mingle freely with the boat population on the Min at Foochow, and on the Pearl river at Canton. They do not preach—they teach ; the Catechism is offered to the people instead of the Bible. They are elastic and accommodating. The transition from Paganism to Catholicism is made easy by an exchange of forms and ceremonies. The crucifix and rosary are toys in the hands of the natives. The ancestral worship of the Chinese has its counterpart in the worship of saints practised by the Papists. Money is the most effective grace in multiplying converts. "Rice Christians" are more numerous than those spiritually-minded. The Chinese flee from hunger, but not from the "wrath to come." Rome hastens to gain in the East what she has lost in the West.

Literature.

The Chinese Reader's Manual. A Handbook of Biographical Historical, Mythological, and General Literary Reference, by W. F. Mayers, Chinese Secretary to H.B.M.'s Legation at Peking, &c., &c. Shanghai : American Presbyterian Mission Press. London : Trübner and Co. 1874.

After years of labour Mr. Mayers has given us this volume, for which we feel sure that all students of the Chinese language and literature, without distinction, will be grateful to him, for it supplies a want which has long been felt, and for the supply of which it was not easy to know in what direction to look, as it is not every sinologue who has the leisure or ability to put together a work of this nature. Apart from the elementary stumbling-blocks in his way, the study of Chinese literature is rendered very difficult to the European by the frequent occurrence of personal and historical allusions and conventional phraseology, and the main business of Mr. Mayers' work is to help in elucidating these ; and it is a work which will be the more appreciated because, as he remarks, "in every branch of [Chinese] composition, ingenious parallels and the introduction of borrowed phrases, considered elegant in proportion to their concise and recondite character, enjoy in Chinese style the same place of distinction that is accorded in European literature to originality of thought or novelty of diction ;" and very puzzling these are to the beginner, and even to the more advanced student of the language. The self-imposed task, as we can well imagine, must have been found a very onerous one, and in the course of its execution Mr. Mayers tells us that the complaint of the great lexicographer of the last century, that "to the weariness of copying there must be added the vexation of expunging," has often been forcibly recalled.

The work before us is divided into three parts, viz., Index of Proper Names, Numerical Categories, and Chronological Tables of the Chinese Dynasties, to which is added an index of characters arranged under the radicals. The first part, which is by far the most important, and occupies about three-fourths of the whole volume, is not only a historical and biographical compendium, but also a collection of "accounts of mythical beings and legends connected with animate or inanimate objects, which cannot be overlooked in an attempt at interpreting the figurative language or the traditional expressions of the Chinese." In getting together the materials for his book, Mr. Mayers has naturally found it necessary to consult a large number of Chinese works, and in so doing he has, as was to be expected, met with many difficulties, into the details of which we cannot well enter here. In the course of his introductory matter, our author gives his readers some small idea of the huge repertories of learning in which the Chinese delight, when he says that "twenty volumes of the largest size would barely suffice to contain the matter categorically arranged in the most modern and useful cyclopædia of literary reference, the *Yüan Kien Lui Han ;* nor would a less liberal allowance of space be sufficient to meet the wants of a complete biographical dictionary." For Chinese History as far as B.C. 100 Mr. Mayers is indebted to the *Sze Ki* of Sze-Ma Ts'ien, and for the subsequent period to the *T'ung Kien Kang Muh* with its continuations. For later history he has found the materials very scanty, as "the Chinese at all times have been chary of commenting upon historical events during the existence of the dynasty under which they have taken place," and he much regrets that, only after his MS. was sent to the press, he became aware of the existence of an important work, "published in 1869, which is devoted exclusively to notices of the statesmen and scholars of the present dynasty." Out of the 974 articles of which this part is composed, it is not an easy task to select one as a fair specimen, and we, consequently, take one almost at random, viz., 348 :—"Li Küan. A celebrated beauty of the harem of Han Wu Ti, B.C. 140. The exquisite delicacy of her complexion at the age of fourteen was such that her Imperial lover dreaded, it is said, lest the mere contact of a silken fringe should cause her injury. The Emperor playfully expressed the fear, moreover, that the zephyr, however gently blowing, might carry her away from earth." This will suffice to show with what minuteness Mr. Mayers has executed this portion of his work.

Part II. (Numerical Categories) is not so complete as it would have been but for the appearance of the Rev. E. J. Eitel's "Handbook of Chinese Buddhism" whilst Mr. Mayers' book was yet in progress. With regard to Part III. (the Chronological Tables of the Chinese Dynasties), we are inclined to look with some suspicion at the dates, for, to go no further, we find the accession of the present Emperor ascribed to the year 1862. As his father died in August, 1861, it is clear that Mr. Mayers is not a believer in the ancient saying, "Le Roi est mort ; Vive le Roi !" The *nien-hao*, or title of reign, we know, would not come into use till 1862, according to Chinese usage, but surely the accession dates from the father's death.

While fully acknowledging the great usefulness of Mr. Mayers' work, and the vast pains and labour which he has evidently bestowed upon it, we must not omit to call attention to what appear to us to be somewhat grave defects. First and foremost, we object to his system of writing Chinese sounds ; in fact, he has no system at all, for he mixes up the methods of

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Morrison, Wade, and others in a most hopeless manner, and, to make confusion worse confounded, he gives some sounds according to what we conceive to be a method of his own. In numerous cases he has not thought fit to give the English sounds of the Chinese characters—a very grave error indeed, if he desired his work to have any circulation beyond the Consular ports of China. Until quite recently Mr. Mayers spent his time in the South of China, and not unnaturally, perhaps, contracted an affection for the Southern Court dialect; but we could have wished that he had adopted the Northern in this instance, as, in our opinion, it is more musical, and it is the one which, on the whole, foreigners will find it more advantageous to learn. A word in conclusion on the typographical execution of this work. Being at Peking, the author says that he could not discharge the final duty of proof-reading, and would have found himself seriously embarrassed in his undertaking, ... had he not met with ready sympathy and assistance at the hands of a friend, Mr. Ernest T. Holwill, of the Imperial Maritime Customs' Service, of whose attainments as a Chinese scholar he speaks in high terms. Notwithstanding Mr. Holwill's exertions, this volume of about 450 pages appears with a list of errata extending over more than a page, and we do not pretend to reckon up the number of mistakes which have escaped his critical eye. What would have been Mr. Mayers' fate, had he unfortunately been compelled to trust his work entirely to the tender mercies of the Presbyterian Mission Press is quite beyond our powers of conception.

A work has just been issued by Messrs. Sampson Low, entitled the *History of Merchant Shipping and Ancient Commerce.* It is from the pen of Mr. W. S. Lindsay. The want of an authoritative work on this subject has long been felt, and Mr. Lindsay has come nobly forward to supply the want, and he has performed his task most admirably. The two volumes which he has already published are both popular and erudite; they deal with a subject ever fresh and attractive, and their special interest loses nothing of its proper charm in Mr. Lindsay's hands. Mr. Lindsay has, we believe, spent many years over his task, but he has proved himself equal to it, and must henceforth rank among historians of enduring fame. He takes us back to a period anterior to that of Noak's ark, and after a painstaking and exhaustive review of ships and seamen, of boats and sails, of trade and commerce, through the intervening period, he brings us down to our own times, evincing as he goes along fulness of information and soundness of discrimination on all the varied topics associated with his subject.

We have received from Mr. W. C. Thompson, Moorgate-street, a very useful packet of books and photographs, illustrating the American Overland Route. There is a capital map of the Union and Central Pacific Line, a handbook with the rates and fares, regulations, and conditions of travel, a guide to the Union Pacific Railroad Lands now for sale in Central and Eastern Nebraska, and some excellent photographs of the scenery along the Central Pacific line. Crofult's "Trans-Continental Tourists' Guide" is a neatly-bound volume, full of information, and likely to prove very useful to travellers in America.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, OCT. 27.

As I intimated in a former letter, the most important Bill of the Session will undoubtedly be the new Bank Law, about which much ignorance prevails; but this is not to be wondered at considering the composition of the House, and the comparatively small number of members who have any practical knowledge of banking, or are able to judge of the merits of the case. The great point of conflict will be the creation of a new Central Bank of Germany, with the exclusive privilege of issuing notes, and the abolition of all the present banks of issue, with or without compensation; and it will be a life and death struggle with them for future existence. Or it is within the range of possibility that a compromise may be effected by extending the powers of the Bank of Prussia, and strengthening its position by combining the resources of all the other banks of issue by giving them shares or bank stock in the Central Bank to the amount of their present capital respectively. Something of the sort must be done as a sacrifice to public opinion, which has been very forcibly expressed by the Chambers of Commerce, the congress of political economists, the financial and commercial part of the public press, and innumerable petitions and memorials from private merchants and bankers. The leading financiers of the Government ignore altogether any such measure, and not a word hinting at the creation of a central bank is to be found in the draft of the Bill, which has received the consent and approbation of the Bundesrath, and is now to undergo the ordeal of three readings in the Mixed House of Parliament, where the members will vote according to the dictum of the head of their party.

Paragraph 19 of the Bill provides that no one is obliged to take bank-notes in payment, so that in fact they are not to be considered as a legal tender; but on the other hand, and to facilitate their circulation, the banks are bound to take in payment the notes of all the other banks and change them for gold coin; and further, they are all bound to have a branch office at Berlin, Munich, Frankfort, Dresden, and one or two other centres of financial operations and marts of commerce, where they are bound to exchange for gold the notes of their parent bank. In the original draft of the Bill was added "on presentation," but this was altered by the Federal Council into "within three days," as they considered it a hardship for the banks to be obliged to keep large sums in gold which might never be required and would be therefore lying idle. Wonderful to say, Hamburgh is not included in the above list of places where the banks are to have branch offices for the exchange of their notes, and the claim of this city, as the chief and most important emporium of commerce in the Empire, has been refused by the Bundesrath, and the original list of places remains intact. This is no doubt a hardship and an unfairness that requires at all events some explanation; perhaps it is meant as a punishment for Hamburg's steady refusal from time immemorial to issue Government paper money or authorise banks of issue, and preferring to establish their credit on the more solid foundation of a metallic currency. During the first eight months of this year, as shown by the official returns just published and made up to the end of August, the revenue derived from bill-stamps here was equal to that at Berlin, twice as large as the whole of Bavaria with its five million inhabitants, and three times the amount produced at Frankfort and Leipzig, so that any impartial person must admit that Hamburg is fully justified in claiming to be placed on the same footing of equality. As large sums in so-called "wild notes"—that is to say the notes issued by the Banks of Buckeburg, Gera, Brunswick, Meiningen and others of equally doubtful solvency,—are received here every day from the interior as remittances in payment of goods bought in this market, they can only be disposed of at a loss of from one to two per cent., and sometimes much more, so it would be a great convenience and saving of money if the banks had offices here, where their disgustingly dirty, greasy, and offensively smelling notes could be exchanged without loss for the bright gold pieces of the new currency, even with the proposed three days of grace. Should the Bill be allowed to pass in its present state, as amended by the Bundesrath, and Hamburg remain excluded from the list of places favoured by having cashing offices for worn out notes, then it may become a question how far it is expedient in self defence to establish here a Bank of Issue, if only to put us on a par with other banks. The question is already becoming the subject of discussion in financial circles, and the proceedings of Parliament will be watched most attentively and followed with the deepest interest.

The annual ordinary general meeting of the East Siberian Trading Company of Hamburg was held in the Exchange-rooms in this city, and numerously attended by the shareholders. From the report of the directors, and from the balance-sheet produced, it appears that the company have done a good stroke of business, and that their affairs are in a satisfactory condition. The net profit for the year ending December 31st last, after writing off liberal sums for depreciation of movable and immovable property, as well as the dotation of the Reserve Fund (which now amounts to 30,000 roubles), shows an amount of 61,569 silver roubles, 74 copecks, and enables the directors to declare a dividend of 9 per cent., or nine thalers per share. Adverse circumstances have prevailed in most countries last year, especially in those on the east coast of Asia. If, therefore, the balance-sheet shows such a favourable result, notwithstanding the difficulties they have had to contend with, it is a proof that the affairs of the company are based on a safe and solid foundation, and meet all the requirements of the commercial community with whom the trade is carried on. The business has now assumed such large proportions that the directors have found it exceedingly difficult to carry it on with the limited capital at their command, and the numerous trading stations they have to supply; and instead of making any further use of bankers' credit, which is always accompanied by charges for commission and difference in the exchange, they think the time has now arrived for availing themselves of the power given them by paragraph 6 of the Statutes for the issue of a second series of shares to the tune of 500,000 thalers. The company's steamers on the Amoor have proved to be a lucrative undertaking; thus the *Nicolai* has earned her original purchase-money in two years, and the new steamer built at Hamburg, and called the *Emma Lühdorf*, fully comes up to the expectations formed of her good qualities, as does also the steam-tug *Moladetz.* The vessels sent out to Vladivostock and Nicolayefsk have all delivered their cargoes in perfect condition, so that the Company's warehouses again contain a complete assortment of the goods most in demand there.

ARRIVALS AT HAMBURG FROM THE FAR EAST.—Herr C. Kruse, from Hong Kong; Ed. Burmeister, from Nagasaki; Consul Christenson and Mrs. Christenson, from Shanghai; C. Kapp, from Bombay; S. Heinemann, from China; J. Huthinghaus, from Singapore; Herr Schütze and family, from China; A. and I. Chatimsky, from Siberia.

COMMERCIAL.

Tea: The tone of the market is firm, and there has been a steady consumptive demand for most sorts. The sales by importers comprised 300/8 chests Congou, 370 packages, Souchong, and 265 Pekoe. The Egeria (steamer), from China, has brought from Hong Kong 934 quarter chests, and 360/8 ditto of different sorts of Tea. Rice wears a drooping tendency, and has a dull sale; orders might probably be effected below the quotations. Cassia Lignea is in favour, and sells easily at 65 to 66. There is also an improved inquiry for Flores at former rates. Pepper quiet, and no alteration in the quotations to notice. Of Spelter 1,000 centners in loco were taken at 23 mks. 60 pf. Among the sales of Sugar last week were 933 kranjangs of Batavia at 24½ marks.

In Bank shares there is but little alteration; some are rather higher, others a trifle lower. The following are the latest quotations:—Norddeutsche, 145¼; Vereinsbank, 124¼; International, 102; Commerz and Disconto, 82¼; Anglo-Deutsche, 52⅛; Hamburg-Berliner, 99; Hypothek, 116; Deutsche Bank (not quoted).

HOLLAND.

(FROM OUR OWN CORRESPONDENT.

AMSTERDAM, OCT. 28.

The Liberal paper, *het Vaderland,* publishes a very interesting letter which General Van Swieten has addressed to General Knoop, respecting the second military expedition to Atchin. The motives for this letter were the following: General Knoop published in one of our leading newspapers, *de Gids,* an article asserting that the expedition had been

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only "a half success." This General Van Swieten denies, and he embraces the occasion to defend himself—in six columns of type—against the various accusations made against him. His style is very sober. He writes :—"We have obtained our object in the second expedition. The strength and the composition of the second expedition were based on the aim of capturing the Kraton, so as to get a *pied à terre*, and to try afterwards to subdue the country." "This was," the General adds, "the military aim, and the programme of the second expedition, and this has been completely fulfilled, perhaps more than fulfilled. It was not possible to suppose that the Kraton would not offer the means to lodge a garrison ; that all would have to be built from the first to the last stone ; that even bulwarks had to be constructed in order to protect ourselves against a strong and obstinate enemy, whilst at the same time measures had to be taken in order to secure our communication with the sea. Neither inside nor outside the Kraton could building materials be found, and they had to be imported from Padang and Penang. About 4,000 persons had to be lodged, and storehouses had to be built for victuals, munitions for the engineers, and for hospital purposes. The level of the ground had to be raised to prevent inundations, and bridges were constructed." "Most certainly," the General says, "it would have been a most brilliant success, if peace had been concluded. But it is not my fault that this did not occur." It is quite comprehensible that the General does not repeat the several endeavours made by him in order to conclude a treaty of peace. "We have," he says, "obtained security for a garrison to remain in Atchin, and our soldiers have a safe communication with the sea." In answer to the question why the Commander-in-Chief did not assume the offensive after having captured the Kraton, he writes : "Our experience had shown that offensive measures were of little use when their only aim was to disperse the force of the enemy. The battles of the 12th and 15th of February did not assist our cause, which was to strengthen as much as possible the Kraton, and to secure our communication with the sea coast. If it was impossible for us to occupy the villages which were taken, and if we declined to burn them down, which must not be done if the conqueror wishes to govern the vanquished territory and to make its inhabitants his subjects, then offensive measures are good for nothing, and they only cause a great loss of human lives, a useless sacrifice." The results so far General Van Swieten considers have given to Colonel Pel the necessary security and liberty to act ; and have rendered him able to parry every attack, whilst now the foe must have come to the conviction that all their endeavours are in vain. Colonel Pel is at the same time able to strengthen his positions. Most certainly we have achieved up to this moment no definite conquest, but we have obtained a good basis for further operations. But is there any chance that the war will soon come to an end ? I am not afraid—he says—that this war will last long. The natives agree very soon with that which is unavoidable, and this will become the case in Atchin. "I am proud to claim that I did not shed any more blood than was strictly necessary, and that humanity was observed. The Dutch nation can say that our arms are not soiled by a stain of cruelty, barbarity, or wanton destruction." These are the outlines of the General's letter.

The publication of this letter has been a *bonne fortune* for *het Vaderland*. Every one was anxious to read what the Commander-in-Chief of the second expedition had to say in defence of his policy. I must say that the public impression is on the average very satisfactory. The number of sceptics was enormous. If the daily press is the mirror of the public opinion, then most certainly we are quite satisfied with the General's answer. Our editors read the letter, re-published it, and, as a rule, kept their own counsel. The *Vaderland* surprised us, however, with an article, "What must be done for Atchin ?" The writer—an officer—does not criticise what has been done, but he protests most energetically against the proposal to leave the matters as they are. We must, he demonstrates, conquer the Atchinese empire or leave it as it is. Up to this moment we are sleeping upon a volcano, and we continue to sacrifice the lives of our soldiers, a good deal of money and much *prestige* by remaining quietly in the Kraton, without making an endeavour to extend our authority. A third expedition, the writer says, is unavoidable. Speedy action is necessary ; we must march into the country, and perhaps we may achieve the conquest of the whole empire by this time next year. I need not add that his letter takes a most sanguine view of our position. I can only hope that his predictions may be realised. In the meanwhile a distribution of the "Military William Order" is being made amongst the officers who have distinguished themselves in the campaign.

The Second Chamber will reassemble on the 3rd of November. The Budget for our East India Colonies will be the first subject of discussion. The section report thereupon is, in some instances, most hostile. The worst is that no party is satisfied.

AMSTERDAM, OCT. 29.

The shareholders of the East India Railway Company met yesterday, in order to decide about the proposal to issue a loan of six millions, partly for a redemption fund of former loans and partly for the purchase of new rolling stock. There were too few shareholders present to arrive at a decision, so that another meeting must be held.

To-day was published the section report upon the first chapter of the budget. Some members have shown themselves anything but friendly towards the new Cabinet. They deny that it is necessary that the Liberal Ministry should make way for another one without any political programme. The majority, however, will support the Cabinet. The instruction question and the finances of the State will probably become the standpoint of the opposition.

In the district of Hoorn Mr. Fransen Van de Putte has been elected a member of the Second Chamber.

The ironclad *Koning der Nederlanden*, the largest man-of-war in our navy, has been successfully launched to-day.

PRODUCE MARKETS.

The healthy state of our market for Colonial Produce causes a most active business. The public auctions have given in most instances a satisfactory result. There is a good general demand both for direct trade and for exportation.

COFFEE.—The main fact of the week is the results of the Trading Company's auctions, at which 100,640 bales were offered and sold, at an average of 2c. above the brokers' valuations. The greater part was bought for consumption.

TEA firm, but without transactions. The general opinion is that the public auction which will take place to-day will have a satisfactory result.

SUGAR.—The market is in general very quiet ; holders decline to operate. The very large quantities of beetroot sugar in stock make prices much weaker. The small lots which changed hands were sold at f.¾ under November prices, and at the closing of the market quotations show a declining tendency.

RICE.—Since the cargo of Japan was sold no transactions have taken place in first hands. A dulness has prevailed in the cleaned sorts.

SPICES.—Nutmegs and Mace have met with a firm demand, but the stock in first hands being nearly exhausted the business has been very limited. Holders of warrants of course ask a considerable advance. Cloves look rather dull, and Pepper is offered at lower quotations. The prices are : Nutmegs, No. 1, 205c. to 210c.; No. 2, 200c. to 205c.; No. 3, 165c. to 170c.; Mace, D, 210c. to 212c.; E, 208c. to 209c. ; Cloves, No. 1, 106c. to 105c.; No. 2, 105c. to 104c.

JAVA TOBACCO.—Transactions have been very limited, and small parcels only were sold. The arrivals are again very important.

COTTON.—Firm, and in good demand for export. Prices are higher.

JAVA INDIGO.—Several parcels out of the new crop have arrived, and at the current prices found ready buyers.

TIN.—The market is somewhat firmer. Banca has been quitted at f.57, Billiton at f.54½, and there are now no sellers at these prices.

ARRACK.—About 150 casks Batavia and Sourabaya were sold, but no particulars transpired.

MISCELLANEOUS.—On the 30th inst. will be offered in public auction 3,400 kilo. Gum Elastic (E. I.) valued at f.115 to f.70 ; 5,000 kilo. ditto, valued at f.115 to f.110 : 44,300 kilo. Getah Gitang, valued at f.85 to f.70 ; 22,000 kilo. Macassar Guttapercha, valued at f.1.90 to 40c. ; 84,500 kilo. Gum Damar, from Padang, valued at 26c. to 21c. ; 41,000 kilo. Padang Cassia, valued at 27c. to 25c. ; 41,000 kilo. Timor Cassia, valued at 11c. to 9c. ; 13,000 kilo. Japan Camphor, ord. good quality, valued at 50c. to 51c. ; 2,700 bottles Oleum Cajaputti, valued at 130c. to 135c.

SHIPPING.

ARRIVALS.—Oct. 22, at Brouwershaven, from Padang, Clotilde ; 26, at Brouwershaven, from Akyab, Mogul.

DEPARTURES.—Oct. 25, from Texel, for Batavia, Sumatra (str.) ; 26, from Hellevoetsluis, for Batavia, Hampton (str.) ; from Texel, for Rangoon, Silvia.

PASSENGERS OUTWARD.—For Java, per steamer Sumatra: Messrs. B. Donker Curtius and family, Taylor Weber and family, B. van Zutphen and family, J. Versteegh, B. H. Bommezyn, Mrs. W. Verbrugge Schaap, Miss J. A. A. de Graaf ; Messrs. M. W. van Prehn and family, J. van Stuwe, Schumeyer and family, G. W. Winter, M. D. v. Dongen, A. J. Cochius and family, L. J. Idzinga, A. Waardenburg and family, W. E. van der Hout, J. L. Verenet, J. G. van Blom, C. A. C. Romswinckel, C. L. Stekkens and family, W. H. Heytman and family, L. van Leeuwen Lz., G. van Beuningen van Helsdingen and family, B. Ypeert and family, S. J. Cochius and family, H. W. Diephuis and family, H. van der Wolk, Miss J. J. R. Ruys, the officers G. D. Ebell and family, H. C. Rynders and family, A. Wybrandi, L. F. H. Cranen, D. F. v. G. Brunet de Rochebrune, and 125 soldiers.

Monetary and Commercial.

There has been no improvement in the general position of the Manchester market, and the business done has been of a limited character. Quotations, however, as a rule have been unaltered, and it is only in the inferior descriptions of both Goods and Yarns that any weakness has been manifested, and on the whole prices may be reported as fairly steady. Producers of best makes maintain considerable firmness.

The prospectus has appeared of the Steamship and Factory Shaft-Coupling Company (Limited), with a capital of £150,000, in 30,000 £5 shares. The undertaking is under formation for the purpose of supplying to the shipping and manufacturing interests a coupling, which, it is stated, can be easily applied to fractured shafts at sea and in factories, thus saving expense in charges for towage, &c., and stoppage of works.

The following joint-stock companies have been recently registered :—

Anglo-Indian Spinning and Manufacturing Company (Limited), capital £300,000, in 29,985 ordinary £10 shares, and 150 founders' shares of £1, to carry on business as cotton spinners and manufacturers in India and elsewhere.

City of London Finance Company (Limited), capital £25,000, in £1 shares, to carry on a financial business, &c.

Carbonite Company (Limited), capital £25,000, in £10 shares, to acquire patents for improved methods of treating bricks, porous stone, &c., to increase their hardness, &c. ; also a method of carbonising clay.

Glan Clwyd Mining Company (Limited), capital £12,000, in £1 shares, for mining in the parish of Gwyddelwern, in the county of Merioneth.

Gloucester Steamship Company (Limited), capital £20,000, in £10 shares, to carry on business as shipowners, &c.

Eureka Liquid Meter Company (Limited), capital £25,000, in £10 shares, to acquire an invention for improvements in liquid meters, &c.

Mr. William Hancock has been appointed manager of the National Discount Company, in succession to Mr. Thomas Smith, who has been compelled to retire in consequence of ill-health.

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At the meeting of the Singapore Gas Company the report of the directors, given in our issue of the 14th ult., was passed without discussion, and a dividend at the rate of 7½ per cent. declared. The chairman stated that the works had been extended from the town to the Tanjong Pagar Wharf. A vote of thanks was carried to the directors, secretary, and manager at Singapore.

The directors of the Vancouver Coal Mining and Land Company (Limited) announce a dividend for the half-year ended the 30th June at the rate of 10 per cent. per annum, leaving £1,234 to be carried forward.

The suspension is announced of Mr. Matthew Daniel Lynn, merchant, of Manchester, with liabilities amounting to £3,500. A petition for liquidation has been filed on his behalf in the Manchester County Court.

There has been some demand for Bar Silver, but the market has been bare of supplies. About £42,000 has come to hand from the United States, and £45,000 has arrived by the Moselle from the West Indies. The last quotation is 57 13-16d. per oz. Standard. About £200,000 in Mexican Dollars have arrived per French steamer, and per West India steamer. The price has been fixed at 56⅜d. per oz.

ARTICLES OF IMPORT.

With few exceptions of importance there has been an absence of animation in the Produce Markets, whilst several have continued in the same depressed condition prevalent for some time past, and the downward movement in value has remained unchecked. At the same time, Sugar, Coffee, and some other articles have been in request, and quotations show an advance.

TEA.

The chief feature of late in the Tea Market has been the continuous large auction sales without reserve, one importer alone who disposes of his produce solely in this way having sold during the past three weeks the large quantity of 29,000 packages. Business by private contract has been somewhat interfered with, and prices for the kinds of tea offered in excess of current wants, say worth 1s. to 1s. 4d. per lb., show 1d. per lb. decline on sales of a fortnight ago. We have to note the first arrival of black leaf *via* Cape, per Cutty Sark, on 21st, followed by Ada on 25th, and Thermopylæ on 27th inst. The teas by these ships are good strong medium to fine, from the Oonam province, chiefly Ooanfa district, but they are not selling readily, though affording a good safe risk to dealers, as there is but a very small proportion of the tea afloat over the value of 1s. 6d. per lb., and present supplies of such are to meet eight months' requirements. The export by latest advices per telegram show about 10,000,000 lbs. excess over that of last season to date, and this will prove about the excess when the total for the season is declared. Supplies, therefore, will not be up to the increasing requirements, and we must look to India to make up the deficiency of 1873-4. Looking at the statistical position there is no question as to the sound condition and good prospects, and that an advance on the moderate current range of prices ruling for all classes will take place ere long.

The Deerhound, from Canton, brings a desirable selection, the Scented Capers proving of pure clean quality and fairly well scented. So far, however, there have been but few sales. Green Teas of Moyune district sell at full prices, small lots of true quality, say, strong, fresh, and high burnt sell up to 4s. per lb. Ping Sueys find no favour, this is owing to their not proving up to an average quality. No. 1 Gunpowders sell from 1s. 10d. to 2s. 3d., other grades in proportion. The export to the United States and Canada for some time past has been on a small scale, but we look for an early revival of demand.

Messrs. Arthur Capel and Company's Circular says :—The market has been generally quiet during the past week. The quantity offered at public sale has been nearly 34,000 packages, which has occupied the trade, and consequently business by private contract has been on a limited scale. Prices in many cases have ruled rather easier. The teas by clippers have been placed on the market, but owing to the high prices asked by importers only a limited amount has been disposed of, but for these full prices have been obtained. The public sales for the week have been again on a larger scale, comprising 33,726 packages, nearly the whole of which were printed and sold without reserve. The deliveries for the week as compared with last year are as follows :—

	1874. lbs.	1873. lbs.
Home Consumption	2,038,000 ...	1,865,000
Coastwise	902,000 ...	789,000
Exports	601,000 ...	442,000
	3,541,000 ...	3,096,000

SILK.

The periodical public sales commenced on the 27th inst., and are concluded. The quantity offered was about 1,000 bales Bengal Silk, 5,300 bales China, 300 bales Japan, and 200 bales Canton Silk, with about 20,000 lbs. Thrown Silk. Of the China Silk about 1,800 bales were printed to be sold "without reserve," also about 200 bales Japan Silk and all the Thrown Silk. The buoyancy of prices that had existed for the last two or three weeks has scarcely been maintained, but the difference is very slight, and considering the quality of the Silk offered the market may be said to have borne the pressure fully as well as could have been expected. China Silk has been most in demand. Cantons have also been sought after, but owing to small supplies transactions have necessarily been unimportant. Japan Silk has been comparatively neglected, and prices of some descriptions are easier. Deliveries 1st to 28th inst. inclusive :—China, 3,238 bales ; Canton, 421 bales ; Japan, 761 bales ; total, 4,420 bales.

LONDON QUOTATIONS—Oct. 29.

CHINA.	
Tsatlee, No. 1	21s. 0d. to 21s. 6d.
" No. 2	19s. 6d. to 20s. 6d.
" No. 3	18s. 6d. to 19s. 6d.
" Red Peacock	15s. 0d. to —
Yuenfaa and Hainin, Nos. 1, 2, and 3	13s. 0d. to 16s. 6d.
Taysaam Keying, Nos. 1, 2, and 3	13s. 0d. to 16s. 6d.
Long Reel	11s. 0d. to 12s. 0d.
Canton	11s. 0d. to 16s. 0d
Chinese Thrown	11s. 6d. to 13s. 0d.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3	17s. 0d. to 22s. 0d.
Idah ... ... (none)	
Sodai, No. 2...	16s. 0d. to 17s. 0d.
Oshiu, Nos. 2 and 3	16s. 6d. to 19s. 0d.
Koshiu ... ... (none)	
Eichizen ... ... (none)	
Mashta ... ... (none)	
Hatchoji ... ... (none)	

COFFEE.

The demand for Plantation has been good for coloury kinds, and the public sales have gone off with good spirit, closing 1s. dearer ; common and grey sorts, of which a good part consisted, selling at former rates ; the closing quotation for middling is 111s. to 113s. 6d. Native has met a good steady demand, and prices are firm, whilst a parcel of unusually fine brought the extreme rates of 89s. for medium, and 98s. 6d. to 99s. for bold. Closing quotations are :—Plantation triage at 87s. 6d. to 100s., small 106s. to 109s. 6d., fine ordinary to fine fine ordinary Demerara grey 105s. to 108s., low middling 108s. 6d. to 111s., middling coloury 111s. 6d. to 113s. 6d., good middling to fine middling 114s. to 117s., good to fine bold bright 117s. 6d. to 120s., peaberry 125s. to 131s. 6d., native small 80s. to 84s., ordinary to barely good ordinary 85s. 6d. to 86s. 6d., good ordinary to fine ordinary yellow 87s. to 89s., ragged to superior bold 90s. to 99s., pea-berry 106s. to 107s. 6d. The sales of other East India have included 1,000 bags Singapore, pale Bonthyne at 88s. 6d. to 89s. 6d., Pari Pari at 84s. 6d., mixed brown at 82s. ; 1,000 bags Manila, good ordinary pale at 87s., fine ordinary greenish Indan sort at 89s.

SUGAR.

The improving tendency has continued, and with a renewal of speculative as well as export demand an active demand has prevailed for all brown qualities below the value of 23s., and prices gradually advanced, until the recent decline was not only fully recovered, but a further advance of 3d. per cwt. was established. During the last few days, however, the renewed depression in Beetroot has exerted an unfavourable influence, and the market generally closes with a dull tone, and prices have in many instances given way 3d. per cwt. The better refining qualities have throughout met only a moderate demand, refiners exhibiting no eagerness to buy, and prices are without improvement. With unusually light landings, and deliveries of continued good amount (32,000 tons in the two weeks), the stock has undergone a further diminution of 18,000 tons, and the relative decrease is enlarged to 45,000 tons.

Penang : An active speculative demand has prevailed for Native afloat, resulting in large sales and re-sales at advancing prices, closing at 18s. 3d., or 9d. above the previous price. On the spot prices are also 6d. higher. Unclayed *Manila* has sold freely at about 9d. advance, whilst clayed is quite 1s. dearer. Few floating cargoes have been offered and the prices obtained are the highest of the year. The sales are as follows :—1,000 bags Penang, low soft to good yellow at 22s. to 23s., brown at 21s. to 21s. 6d., 1,600 bags, 1,700 baskets date sort, low to good at 17s. to 18s.; 550 tons ditto for arrival at 17s. 6d. to 18s. 3d., chiefly at 18s. ; 104,000 bags Manila, comprising 60,000 bags unclayed Ilo Ilo, at 18s. to 18s. 6d., 30,000 bags sun-dried ditto at 20s. 6d., 14,000 bags good to superior clayed at 21s. 6d. to 22s. 6d. ; 23,881 bags China from Melbourne (by auction), low wet pasty to fair date at 16s. to 17s., good 18s., low to ordinary brown cane at 17s. to 18s. 6d., good 19s. to 20s.; 5,800 bags ditto privately at 17s. to 21s. 6d. A cargo of unclayed Manila is supposed to have changed hands at 19s., but no details have transpired.

CAMPHOR has been very quiet, and there has been little if any business during the interval.

CUTCH.—The market has been very firm, and prices of Pegue have advanced, business having been effected at 27s. to 27s. 6d. for fine. At auction 1,060 boxes 127 bags were all bought in above the value, fine Pegu S.M. and Co. in papers and Elephant at 30s., Tiger mark at 27s. 6d. ; 415 bags fine from Calcutta partly sold at 26s.

GAMBIER.—The market has been firm although quiet, prices on the spot being again slightly dearer. On the spot 12,000 bales have been sold at 26s. to 26s. 3d. ex quay and ex warehouse, and for arrival 200 tons, chiefly August-September, at 25s. ex ship. At auction 334 bales block were bought in at 27s., 16 tons ditto broken bales and loose sold at 24s. 6d. to 25s. 3d., 392 bales fine pale pressed cubes sold at dearer rates, commencing at 37s. 9d. and rising to 40s. 3d., chiefly at 39s. 9d. per cwt.

COIR GOODS.—Moderate supplies at the public sales have been chiefly disposed of. Yarn went off slowly at previous rates for common, but steadily for good qualities. Fibre sold at a further advance. Rope sold at cheap rates. Ceylon Yarn sold, ordinary to good ordinary qualities at £21 to £25, medium to good at £26 15s. to £33 5s., better qualities to fine at £35 10s. to £38, really fine £41 10s., superior at £48 ; 3 tons Ceylon Fibre sold at £25 10s. to £27 15s.

COCOA-NUT OIL.—Ceylon has continued to attract attention, and is again rather dearer, over 450 tons on the spot having realised privately £36 15s. to £37, hogsheads £37 5s. to £37 10s., and 125 tons to arrive at £37 to £37 7s. 6d. Cochin has been firmly held, and a limited business done in fine at £43 10s. to £44.

CHINA PRESERVES.—In auction of 263 cases Ginger 150 cases sold at 7d. per lb.

GALANGAL ROOT is firm at previous value. Of 153 bags and mats a few sold at 26s. for fine, small spot sales at 57s., but no sellers. 100 cases sold afloat at 56s.

GUMS.—*Benjamin* steady ; of 32 cases Sumatra at auction a few sold

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at £8 2s. 6d. to £8 5s. for fair seconds. *Copal* firm and higher, but business limited; 405 packages retired. *Damar* unchanged. *Gamboge* steady; 15 cases sold at £12 to £13 7s. 6d. for fair to fine partly run, and £10 7s. 6d. to £10 17s. 6d. pickings.

GALLS.—By private contract small sales of China have been made at 57s.

HEMP.—The demand for Manila continues moderate, but prices are maintained. Privately about 1,400 bales have been sold, very superior brown at £31 10s. to £32, barely fair at £32 10s. to £33, fair at £33 10s. Only moderate quantities have been offered by auction, and 446 bales were bought in at £33, except 60 bales being sold, one lot sound £33 15s., sea-damaged 1st class at £32.

JAPAN WAX is rather easier; 1,235 cases at auction w re nearly all sold, good to fine saucers at 56s. 6d. to 58s., fair 54s. to 56s., stained 48s. to 50s. 6d.

MUSK.—All qualities except the finest were rather cheaper in the last sales, which embraced 115 caddies, &c., Tonquin, two-thirds of which were sold—fair to fine selected pods, part rather damp, 38s. to 45s.; fair to good rough and bally, and false packed 18s. to 19s. 6d., and 17s. 6d. to 26s. 6d. middling to fine wet pickings; 15 tins Yunan all sold at 34s. 6d. to 35s. 6d. for good; and of 20 tins grain one-fourth sold at 49s. 6d. to 50s. per oz. for fine.

PEPPER.—*Black:* Singapore has been very firm, and a fair business has been done on the spot at 6⅞d. to 7d.; afloat at 6½d. to 6⅝d., but at the close there are sellers at 6⅞d. spot. Penang has improved, and large sales have been made at 6d. to 6⅛d., closing firm. Of 1,363 bags Singapore at auction a considerable proportion sold at 6⅞d. to 7d., and two lots superior at 7¼d. *White* was speculatively dealt in to some extent at 8¼d. to 8⅛d. per lb. for fair, 8⅝d. being obtained early last week, and the latter figure for floating parcels; subsequently the market became dull, and at auction of 1,671 bags two-thirds sold—good and fine at 8¼d. to 8⅝d., fair at 8⅛d. to 8¼d., and 12 tons landing at 8⅛d.

RICE.—The market has been very dull throughout, the recent speculative demand for floating cargoes has entirely disappeared, and with little demand for the continent prices have declined 4½d. per cwt. On the spot a general decline of 3d. to 6d. per cwt. has been accepted, and sales of fair extent have resulted. In auction 6,010 bags white Bengal were bought in at 11s. to 12s., 3,545 bags Askoolie sold at 9s. 3d. to 9s. 4½d. Of 3,683 mats Japan 1,500 bags heated sold at 8s. 6d. On the spot the sales comprise ordinary to good white Bengal at 9s. 7½d. to 11s. 6d., Askoolie at 9s. 6d. to 9s. 9d., Ballam at 8s. 3d. to 9s., Madras at 9s. 3d. to 9s. 6d., Rangoon at 8s. 3d. to 8s. 6d., fine ditto at 11s. to 11s. 3d., and broken at 7s. 6d. to 8s. ex quay. Only three floating cargoes have been sold as follows:—The Seraphina D, 870 tons Rangoon, May sailing, at 9s. Continental terms. The Claudia, 620 tons Rangoon, off coast, at 9s. 1½d. Liverpool quay terms. The Mogul, 1,230 tons Necranaie, off coast, at 8s. 6d. for the Continent.

RHUBARB.—China has been steady, but quiet; of 29 cases offered two-thirds sold; bold pale dull and grey to fair fracture at 1s. 10d. to 2s. 3d.; smaller 1s. 3d. to 1s. 5d.

SPICES.—*Cassia Lignea:* Of 714 cases unworked 360 cases were sold at 59s., being rather cheaper. *Cassia Buds:* 45 cases import 1871 bought in at £6 5s. *Cinnamon:* 102 bales Ceylon bought in, second and third sort at 2s. 10d. to 3s. 6d. *Chips:* Of 279 bags Ceylon 132 bags sold, common to middling at 4d. to 4½d. *Cloves:* Amboyna have been sold at 1s. 6d. to 1s. 7d. *Nutmegs:* 73 cases 40 boxes Penang went off slowly, and only one-half sold at easier prices, fine bold average 58 nuts to the lb. at 4s. 3d. to 4s. 5d., 74s at 3s. 7d. to 3s. 8d., 78s at 3s. 6d., limed 180 to 145s at 1s. 3d. to 1s. 9d.; 2 cases 13 casks Java bought in, 158 to 117s at 2s. 2d. to 2s. 8d.; of 54 boxes 4 cases 1 cask defective and broken Java 20 packages sold at 9d. to 1s. 1d. Mace is dull of sale; in auction of 18 cases Penang 4 cases sold, middling at 3s. 2d. to 3s. 3d., low dark at 1s. 7d. to 1s. 8d., 75 boxes ordinary Java bought in at 1s. 10d. to 2s.

SAGO.—Market firm; of 1,650 bags at auction, a small proportion sold at 17s. 6d. to 18s. for good small, and 17s. 6d. to 18s. medium. *Flour* quiet; 62 bags sold at 14s. 6d.

STICKLAC.—Market unchanged; 545 bags were offered at auction, and a few sold at £5 5s.; subsequently about 300 cases block quitted privately at £4 2s. 6d. per cwt.

TOBACCO.—In auction 1,026 bales Japan partly sold at 5d. to 9¼d., 1,158 bales ditto damaged at 3d. to 6d., 266 bales China at 6½d.

TIN.—The demand for consumption continues very good, and as there is some disposition to deal in the article for speculation, we may see some improvement in prices. A large business has been done in Straits for forward delivery at £91 to £91 10s.; and at the close the market is firm at the subjoined quotations:—Straits on the spot, £92 10s.; afloat, £91 10s.; Banca, £101 to £102; Billiton, £95 per ton.

ARTICLES OF EXPORT.

METALS.

IRON.—Welsh: Rails, £7 to £7 10s. Bars, £9 to £9 17s. 6d. Staffordshire Best: Bars, £10 15s. to £11 10s.; Nail Rods, £10 15s. to £11 10s.; Hoop, £12 to £13; Sheets, £13 10s. to £16; Scotch Pig, No.1, £4 8s. to £5 13s.; Swedes, Bars, Hammered, £17 to £18; Swedes, Steel in kegs, ½ and ⅝in., £20.

YELLOW METAL.—Sheets, 4 by 4 ft., 8¼d. to 8½d.; Sheathing and Rods, 8¼d. to 8½d. per lb.

TIN.—English Refined, £99. Tin Plates: Charcoal I C, per box, 36s. to 40s.; Coke, 27s. to 35s.

LEAD.—WB, £23 10s.; do., other brands, £23. Spanish soft, ex ship, £22; Sheet, £24 10s. to £25; Shot (kegs extra) £26; White do., £29; Red do., £25.

SPELTER.—Silesian, £23 10s. to £24.

QUICKSILVER.—In bottles of 75 lbs. each, £24.

Messrs. French and Smith report:—We have had a steady business generally the past week. Iron: Staffordshire is firm, and there is a good enquiry. Copper has recovered during the last few days what it lost a week since, and is now £83 for Chili Bars, with a fair business. Tin Plates steady, Lead very firm and scarce, Quicksilver firm at £24.

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street, and 25, Cockspur-street, Pall-mall.

Messageries Maritimes (Head Office in Paris), 97, Cannon-street, and 51, Pall Mall.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, Gresham House, J. C. Walduck, secretary.

Singapore Gas Company, 8, St. Mary Axe, Robert King, Secretary.

Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Singapore Johore Steam Saw Mills Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Amoy Dock Company, John Pook, agent, Lime-street-square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, 4, Fenchurch-street.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh, manager.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, M. P. Jukes, manager, 82, Broad-street.

China Traders Insurance Company, Hong Kong, Fearon and Co., agents, 34, Leadenhall-street.

China and Japan Marine Insurance Company, Robert Benson and Co. agents, 8, King's Arms-yard, Moorgate-street.

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 22, Fenchurch-street, William Martin, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart, Tidman, and Co., agents, 34, Leadenhall-street.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, J. Thomson, chairman.

Chartered Bank of India, Australia, and China, Hatton-court, Threadneedle-street, J. H. Gwyther, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 144, Leadenhall-street.

Deutsche Bank of Berlin, 50, Old Broad-street, G. Pietsch, manager.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Corporation, W. H. Vacher, manager, 32, Lombard-street.

National Bank of India, R. O. Sawers, chief manager, 80, King William-street.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

** *Companies omitted in the above list will be included if the particulars are forwarded.*

SUNDRIES, PER "SURPRISE," FROM NEW YORK, FOR YOKOHAMA, SEPT. 29.

SALTER and LIVERMORE.

10000 cs. oil	100,000 gls.
1 organ	
1 box books	
5 do oars	100
100 kegs nails	10,000 lbs.
50 cs. turpentine	500 gls.
200 bxs. soap	15,200 lbs.
97 kegs nails	9,700 lbs.
12 cs. irons	
12 pkgs. lamp and gas fixtures	
1 box cotton wick	
20 bls. oakum	1,000 lbs.
19 bxs. scales	
100 oars	
50 cs. oil	500 gls.
4000 do. do.	40,000 gls.
50 do. turpentine	500 gls.

Salter and Livermore—(*continued.*)

100 oars	
20 bls. oakum	1,000 lbs.
3 do. cotton packing	329 lbs.
2 cs. agricultural implements	
1 cask glassware	
200 cs. slates	
30 do. crayons	
15 do. do.	
20 brls. plaster of paris	
11 bxs. medicines	

MEISSNER, ACKERMANN, and Co.

5,000 cs. oil	50,000 gls.

NEW YORK CONDENSED MILK Co.

200 cs. milk	9,600 lbs.

ARKELL, TUFTS, and Co.

82 cs. hardware	
1 pump	

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Oct.—	Moravia	Morse	Rangoon	Plymouth
	Bengal (s.)	—	Yokohama	New York
26	Abyssinian	Hughes	Rangoon	Liverpool
	Olive	Clark	Singapore	Boston
	Chieftain	Draper	Zebu	New York
	Cromwell	Richardson	Manila	Do.
23	Ada	—	Hankow	London
22	Clothilde	Irton	Padang	Brouwershaven
25	Deerhound	Shearer	Whampoa	London
25	Blair Athol	White	Singapore	Do.
26	Mogul	—	Akyab	Brouwershaven
24	Nina Mathilde	Ferrars	Do.	St. Nazaire
26	Satsuma	Leslie	Ceylon	London
27	Thermopylæ	Kemball	Shanghai	Do.
	Avonmore	Corfield	Hong Kong	San Francisco
	Channel Queen	Lenfesty	Ilo Ilo	Sandy Hook
	Pleiades (s.)	—	China, &c.	New York
	County of Argyle	Miller	Sourabaya	Do.
27	City of Nankin	—	Rangoon	Liverpool
	Bothwell Castle	Anthony	Yokohama	San Francisco
	Vier Gebroeders	V. D. Zee	Batavia	New York

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DEPARTURES.

Date.	Ship.	Captain.	For	From
Oct. 22	Lion	Johnson	Colombo	London
22	Gleam	Burgess	Penang	Do.
23	Chychassa (s.)	Ballantine	Colombo, &c	Do.
22	Loyola	Oijinaga	Manila	Cardiff
19	Wega	Mahl	Yokohama	Cronstadt
23	Lesseps	Steen	Singapore	Cardiff
24	Tage	—	Galle via Cardiff	Liverpool
26	Duke of Buccleuch	Russell	Colombo, &c.	London
24	Mistri	Riogean	Shanghai	Cardiff
24	Grasmere	Roberts	Do.	Do.
24	Green Jacket	Roe	Hong Kong	Penarth
24	Peru	Mitchell	Singapore	Do.
22	Brisbane (s.)	Balfour	Do.	Glasgow
25	Cecilia	...	Do.	Shields
24	Queen	Cowie	Do.	Sunderland
24	Assyrian	Langsford	Do.	Newcastle
18	Yrurac Bat (s.)	Munitz	Manila	Cadiz
27	Quang Se (s.)	Sangster	Colombo, &c.	London
26	Dick Rickmers	Rennevich	Singapore	Cardiff
25	Senator Iken	—	Do.	Penarth
24	Hawkhope	—	Batavia and Sourabaya	Liverpool
26	Eastern Province	Mecham	Singapore	Blyth
23	Livingstone	Popp	Hong Kong	Kiel
14	Helena Anna	Baer	Batavia	San Francisco
15	J. C. Ford	—	Yokohama	Do.
26	Hampton (s.)	—	Batavia	Helvoet
28	G. T. Ray	Fraser	Anjer	Liverpool

See Shipping Postscript and Correspondents' Letters.

VESSELS PASSED SUEZ CANAL.

Date	Steamer.	From	For
Oct. 21	Glenfinlas	China	New York
26	Crocus	London	Sing., China, &c.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Yokohama, Hiogo, and Nagasaki: Montgomeryshire. For Singapore, Hong Kong, and Shanghai: Glenroy (str.). For Colombo, &c.: Cheops, Navarino, Capella, Sultan.

SAILING VESSELS.—For Yokohama and Hiogo: Walton. For Yokohama: Annie Braginton. For Hiogo: Gaucho. For Shanghai: Deerhound. For Hong Kong: Eleanor, Ceylon, Osaka, Rollo. For Chefoo, Tientsing, and Newchwang: Ousuri. For Penang: Glenisla. For Singapore: Kingdom of Saxony. For Colombo: Seafield.

At LIVERPOOL.—For Yokohama and Hiogo: Spirit of the Age. For Penang, Singapore, Hong Kong, and Shanghai: Sarpedon (str.), Priam (str.), Patroclus (str.). For Galle: Annie W. Weston. For Singapore and Manila: Leon (str.). For Batavia and Sourabaya: Questembert. For Singapore (via Cardiff): Lady Lisgar. For Sourabaya: Loochoe. For Anjer: Finzel.

At GLASGOW.—For Singapore, Hong Kong, and Shanghai: Fleurs Castle (str.). For Manila: Antela. For Singapore: Terentia. For Singapore and Penang: Pauline. For Sourabaya: Landseer.

SPOKEN.

ADOLPHUS (Eng. barq.), Singapore to London, Sept. 29, 30 N., 33 W.
COUNTY OF BUTE, Batavia to Rotterdam, Sept. 22, 12 N., 25 W. [sey.
MENELAUS (str.), Livpl. to Sing., China, &c., between Holyhd. and Bard-
ESPIEGLE (barq.), Hong Kong to Marseilles, Aug. 5, 10 S., 82 E.
NORMAN COURT, Foochow to London, Aug. 26, 2 N., 108 E.
GREFVE BERG (barq.), Singapore to London, Aug. 19, 13 S., 90 E.
P.F.B.R. (Harkaway), Manila to New York, Sept. 22, 12 S., 13 W.
H.F.B.R. (Empress), Singapore to London, Oct. 16, 38 N., 31 W.

FREIGHTS AND CHARTERS.

Berth rates of freight to the East are somewhat lower since our last issue. Coal freights remain firm at the undermentioned quotations.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. weight, 60s. meast. To Hiogo: 70s. weight or meast. To Nagasaki: 70s. weight or meast. To Shanghai: 60s. weight, 40s. meast. To Hong Kong: 50s. weight, 40s. meast. To Singapore: 45s. weight, 40s. meast. To Penang: 45s. weight, 40s. meast. To Colombo: 35s. weight or meast. To Foochow: 75s. weight, 70s. meast. To Batavia: 65s. meast. To Samarang: 70s. meast. To Sourabaya: 75s. meast. To Saigon: 50s. weight, 55s. meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 35s. meast. To Hiogo: 40s. weight or meast. To Shanghai: 35s. to 40s. weight, 30s. meast. To Hong Kong: 35s. weight, 25s. meast. To Singapore: 25s. weight, 25s. meast. To Colombo: 25s. weight or meast. To Batavia and Sourabaya: 30s. weight or meast. To Penang: 30s. weight or meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Singapore: £23 to £24. To Penang: £25, f.c. To Batavia and Sourabaya: 25s. to 26s. (per ton). To Galle: £23.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 38s. To Hong Kong: 31s. To Shanghai: 35s. To Singapore: 24s. To Colombo: 24s. To Galle: 23s. To Batavia: 25s. To Amoy: 32s. 6d. To Sourabaya: 30s. To Manila: 25s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 27s. 6d. To Galle: 18s. To Singapore: 18s. to 19s. To Batavia: 32s. 6d.

CASUALTIES.

ROTTERDAM, OCT. 28.—The Kosmopoliet II. (Dutch ship), whilst repairing at Schiedam, capsized, owing to some ropes breaking, and filled; she is lying on a soft mud bottom, and will not suffer any damage; she is to be pumped out at once.

Advice from Cuxhaven, Oct. 24, report that the Arracan (of Hamburg) has put back with loss of sails and two anchors and chains.

BATAVIA, — — [Singapore, Oct. 25, 12.20 P.M.]—The Oceanus, Probolingo to Holland, with sugar, grounded, but was got off after discharging part of cargo, and has been towed in here, leaky; she is discharging.

MAURITIUS, — [Aden, Oct. 28.]—The Prinses Amalié (Dutch ship) has put in here leaky, and by order of the surveyors has discharged her cargo for a survey.

ARDROSSAN, OCT. 26.—Preparations were completed to-day, and operations commenced for raising the wrecked steamer Chusan; it has been found that the hull is not so much damaged as was at first anticipated, and it is said that in this portion there are about 500 tons of coal; large quantities of spars from the wreck are being thrown up on the Earlbride coast.

MISCELLANEOUS.

At PORT SAID, OCT. 26.—Glenlyon (str.), from London, to Singapore, China, &c.; 25, Achilles (str.), from Liverpool, to Singapore, China, &c.; Banca (str.), from London, to Singapore, and Java; 26, Ly-ee-Moon (str.), from London, to Singapore and China; 27, Conrad (str.), from Nieu Diep, to Java, &c.; 23, Ocean (str.), from Glasgow to Singapore, China, &c.; El Dorado (str.), from London, to Colombo &c.

At SUEZ, OCT. 25.—Prince van Oranje (str.), from Java to Nieu Diep; Madura (str.), from Java to Holland; 23, Lord of the Isles (str.), from China; Borneo (str.), from Java to Nieu Diep; 22, Ionian, from Java to Marseilles.

At TABLE BAY.—Bayswater, Ansgear, and sailed, Sept. 18, for Java.

At SIMON'S BAY.—Light Brigade, and sailed Sept. 22, for Java; Emma, from Newcastle, and sailed, Sept. 22, after repairing.

LAUNCHES, &c.

THE Eastern and Australian Company's steamer Brisbane, the launch of which we recently reported, left the Clyde for Singapore on the 24th inst. Another of the Company's steamers, the Singapore, will procced in November.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. . Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,
CHINA AND JAPAN AGENCY,
Cowper's-court, Cornhill, London, E.C.

CEYLON COFFEE ESTATES.

THE safest, surest and quickest mode of realising Coffee Estates is by registering them with the undersigned, who is always prepared to buy or to sell.

Seventy already sold—fifty now on the register.

ALEX. BROWN Kandy.

ALEXANDER BROWN,
ESTATE AND GENERAL AGENT,
KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and transacts all kinds of Estate and Agency Business.

RUTTER'S TABLES.
Now ready.

1. RUTTER'S SILK AND TEA TABLES. Price 10s.
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3. RUTTER'S EXCHANGE TABLES BETWEEN ENGLAND, INDIA, AND CHINA. Price 25s.
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COMMISSION AGENT
SAN FRANCISCO.

GUERLAIN, 15, RUE DE LA PAIX, PARIS.—Veritable Ambrosial Cream for shaving, fashionable Perfumes for the handkerchief, Eau Lustrale for the hair, Eau de Cologne (préparation spéciale), Poudre de Cypris for the complexion, ni fard, ni bismuth, ni produit chimique.

NERVA, MARCHAND, & Cº,
GENERAL COMMISSION MERCHANTS,
14, RUE DE LA GRANGE BATALIER,
PARIS.

P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

MacEWEN, FRICKEL, & Co.,
QUEEN'S ROAD, HONG KONG
GENERAL STOREKEEPERS AND COMMISSION AGENTS.
Special Agents for the
LONDON AND CHINA EXPRESS

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HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.
Reserve Fund, $775,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-stree ,London, 1874.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.

HEAD OFFICE—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street, E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office

THE AGRA BANK (Limited)

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

IMPROVED AND ECONOMIC COOKERY.—Use

LIEBIG COMPANY'S EXTRACT OF MEAT

as "stock" for beef-tea, soups, made dishes, and sauces; gives fine flavour and great strength. Invariably adopted in households when fairly tried.

CAUTION.—Genuine only with Baron Liebig's facsimile across label.

Diploma of Merit, Vienna Exhibition, 1873.

YORKSHIRE RELISH

THE most delicious SAUCE in the world to CHOPS, STEAKS, FISH, &c. Sold by all Grocers and Oilmen in bottles 6d., 1s., and 2s. each. Trade mark—Willow-pattern plate.

PROPRIETORS:—
GOODALL, BACKHOUSE, & CO., LEEDS.

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THE BEST IN THE WORLD.—Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter or Lard. Bread made with this Powder is much easier to digest, and much more wholesome than that raised with yeast, and a larger quantity is obtained from the same weight of flour. One trial will convince the most sceptical of its superiority over others. Sold by Grocers, Chemists, and Oilmen in 1d. packets; 6d., 1s., 1s. 6d., and 2s. Tins. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

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THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s., 1s. 1½d., 2s., and 2s. 3d. each. Prepared by GOODALL, BACKHOUSE & CO., LEEDS.

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Sir SAMUEL BAKER,

In his work on the Sources of the Nile, says:—

"I ordered my dragoman Mahomet to inform the "Faky that I was a doctor, and that I had the best "medicines at the service of the sick, with advice "gratis. In a short time I had many applicants, to "whom I served out a quantity of Holloway's Pills. "These are most useful to an explorer, as, possessing "unmistakable purgative properties, they create an "undeniable effect upon the patient, which satisfies "him of their value."

This fine Medicine cures all disorders of the Liver, Stomach, Kidneys and Bowels, is a Great PURIFIER of the BLOOD, and wonderfully efficacious in all ailments incidental to Females—young or aged.

THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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Anadyr ... Nov. 8	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Provence ... Nov. 22		
Tigre ... Dec. 6		
Amazone ... Dec. 20		

The Steamers of the 22nd Nov, and 20th Dec. connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 8th Nov., and 6th Dec. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
" Constantinople ... ... " Saturday, 5 P.M
" Algiers ... ... " " "

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

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Direct monthly route to BATAVIA, SAMARANG, and SOURABAYA, taking goods at through rates from Holland and England to all other ports of the Dutch possessions.

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J. LYONS, Manager.
W. H. SMITH, Managing Director

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ON the Grand Canal. First-class house, with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

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FIRST-CLASS English Family Hotel. Highly recommended.

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ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

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These advantages, and the great facilities which the proximity of the Dock to the town offers for the transport of materials, &c., enable this Company to adopt a very low scale of charges for ships' work of all classes.

LONDON AGENTS.

Messrs. MACTAGGART, TIDMAN, and CO., 34, Great St. Helens.

E. M. SMITH, Manager.

OVERLAND ROUTE and SUEZ CANAL.—Under contract for the conveyance of the Mails to the Mediterranean, India, China, Japan, and Australia. The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, from Venice every Friday, and from Brindisi, with the Overland Mails, every Monday.

Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
*Khedive...	3,742	600	Nov. 5	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Tanjore...	2,245	400	Nov. 12	Mediterranean, Aden, Bombay.
*Pekin.....	3,777	600	Nov. 19	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Indus ...	3,478	500	Nov. 26	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

Steam via the Suez Canal. Last shipping day, 14th November.

FOR PENANG, SINGAPORE, YOKOHAMA, and HIOGO, the well-known Clyde-built screw steam ship ABBOTSFORD, AB1, 1,635 tons register, 500-horse power effective; CHARLES PATTERSON, Commander; Victoria Docks. This fine steamer is noted for her rapid passages to Bombay and China, and for the splendid order in which she always delivers her cargo.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

Freight payable on delivery of bills of lading.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenroy	100 A1	2,121	250	Nov. 7
Glengyle	100 A1	1,676	200	To follow
Glenfinlas	100 A1	2,120	330	To follow
Glenartney	100 A1	2,106	330	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glenearn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Gleneagles	100 A1	2,120	330	New boat

For terms of Freight and Passage apply to McGREGOR, GOW, and Co., No. 1, East India-avenue, London.

Steam via the Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, YOKOHAMA, HIOGO, and NAGASAKI, with liberty to call at Falmouth to embark passengers. Taking cargo for transhipment to Java, Australia, &c., at through rates at shippers' risk. Last shipping day, Nov. 4. The splendid new Clyde-built full-powered screw steamer MONTGOMERYSHIRE, 100 A1, 1,750 tons gross register; 1,150 tons net register; 200-horse power nominal; J. REYNOLDS, Commander; East India Docks. This magnificent steamer, built especially for the China trade, has elegant and spacious accommodation for saloon passengers replete with every comfort.

For Freight or Passage apply to the owners, D. J. JENKINS and Co., 17, Lime-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

Steam via the Suez Canal.

TO SINGAPORE, HONG KONG, SHANGHAI, YOKOHAMA, AND HIOGO. Taking cargo for transhipment to Java, Australia, &c., at through rates at shippers' risk. Last shipping day 18th November. The favourite full-powered screw steamer SCOTLAND, 100 A1, 2,645 tons gross; 1,694 tons nett; 400-horse power nominal; JOHN JAMES, Commander: South West India Docks. This magnificent steamer from her very great power offers the most favourable opportunity for goods and passengers; the elegant and spacious cabins being replete with every comfort.

For Freight or Passage apply to the owners, TEMPERLEYS, CARTER, and DARKE, 21, Billiter-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (Corner of Cornhill).

FOR CHINA AND JAPAN.—The undermentioned high-classed ships will be despatched as follows:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong..	Ceylon	A1 13 yr.	E.I.D.	With des.
Chefoo, Tientsin, & Newchwng	Ousuri ...	A1 8 yr.	E.I.D.	With des.
Yokohama ...	Annie Braginton.....	A1 14 yr.	E.I.D.	With des.
Hiogo	Gaucho	A1 13 yr.	E.I.D.	With des.

For Freight, &c., apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, London, E.C. (corner of Cornhill).

SHORT SEA ROUTE to AUSTRALIA, via Marseilles, and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

Offices, No. 34, Leadenhall-street, London, E.C.

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Sing., Hg.Kg. & Japan ...	Min.s.s.(new)	A1 100	S.W.I.D.	Nov. 14
Shanghai ...	Forward Ho!	A1 17 yr.	S.W.I.D.	With des.
Yokohama & Hiogo	Walton ...	A1 10 yr.	S.W.I.D.	With des.
	Ada.....	A1 17 yr.	S.W.I.D.	To follow

Apply at 5, Newman's-court, Cornhill, London, E.C.

CASTLE LINE OF STEAM PACKETS FROM LONDON—FOR SINGAPORE HONG KONG, AND SHANGHAI (last shipping day Nov. 16).—The magnificent, new, Clyde-built steamship FLEURS CASTLE, 2,470 tons, 100 A 1, 360-horse power, nominal, G. B. DICKIE, Commander; South West India Dock. The attention of shippers and passengers is directed to this splendid steamer. She has excellent accommodation for a limited number of cabin passengers.

For Freight or Passage apply to THOMAS SKINNER and Co., 5, East India-avenue, Leadenhall-street, E.C.

CASTLE LINE of STEAM PACKETS from LONDON.—To follow the "Fleurs Castle."—For SINGAPORE, HONG KONG, and SHANGHAI, the magnificent new Clyde-built steamship GLAMIS CASTLE, 2,380 tons, 100 A1, 300-horse power nominal; W. HOLMS, Commander, will load in the South-West India Dock. The attention of shippers and passengers is directed to this splendid steamer. She has excellent accommodation for a limited number of cabin passengers.

For Freight or Passage apply to THOMAS SKINNER and Co., 5, East India-avenue, Leadenhall-street, E.C.

CHINA.

THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Eleanor	A1 13 yr.	W.I.D.	With des.
Hong Kong	Osaka	A1 17 yr.	E.I.D.	To follow
Hong Kong	Rollo	A1 13 yr.	W.I.D.	To follow
Shanghai ...	Deerhound...	A1 17 yr.	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

	Tons	Brokers.	To Sail.
LONDON.			
Glenroy, s.s. ...	2,121	McGregor, Gow, & Co.	Nov. 6
Montgomeryshire, s.s.	1,750	Norriss & Joyner...	Nov. 4
Kingdom of Saxony	538	Wright Bros. & Co.	Nov. 16
Fleurs Castle, s.s. ...	2,470	Thos. Skinner & Co.	Nov. 17
Scotland, s.s. ...	2,645	Norri & Joynor...	Nov. 19
LIVERPOOL.			
Sarpedon, s.s. ...	1,519	Alfred Holt ...	Nov. 12
Priam, s.s.... ...	1,572	" ...	Nov. 26
GLASGOW.			
Singapore, s.s. ...	1,700	T. Skinner & Co.	Nov. —
Bowen, s.s.	1,700	" "	Dec. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Nov. 2, 1874.

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VIA BRINDISI.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 584.] LONDON, MONDAY, NOV. 9, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Nov. 9.
JAPAN—Yokohama	July 24	Sept. 7	Sept. 16
Yedo			
Osaka and Hiogo	„ 10	„ 1	„ 12
Hakodadi			
Nagasaki	—	—	„ 19
CHINA—Peking	—	—	„ 9
Tien-tsin	—	—	„ 11
Chefoo	—	—	„ 13
New-chwang	—	—	Aug. 29
Hankow	„ 24	„ 7	Sept. 15
Kiu-kiang	—	—	„ 16
Chin-kiang			
Shanghai	Aug. 7	„ 19	„ 20
Ningpo	—	—	„ 18
Foochow	„ 7	„ 16	„ 20
Formosa	—	—	„ 13
Amoy	—	—	„ 21
Swatow	—	—	„ 23
Hong Kong	„ 14	„ 22	„ 26
Canton	—	—	„ 24
Macao	—	—	„ 25
PHILIPPINES—			
Manila	July 31	„ 6	„ 16
COCHIN-CHINA			
Saigon	Aug. 14	„ 16	„ 29
SIAM — Bangkok	—	—	„ 27
BORNEO—			
Labuan	—	—	„ 14
Sarawak	—	—	„ 26
JAVA — Batavia	„ 21	„ 22	„ 28
Samarang	—	—	„ 20
Sourabaya	-	—	„ 23
MALACCA STRAITS—			
Singapore	Sept. 4	Oct. 3	Oct. 4
Penang	„ 4	„ 1	„ 6
CEYLON—			
Galle	„ 18	„ 10	„ 15
Colombo	„ 18	„ 12	„ 12

THE MAILS, &c.

The P. and O. mail, with the advices dated as above, was delivered, *via* Brindisi, this morning, its due date. The next inward (French) mail, bringing advices Yokohama 23rd, Shanghai 27th Sept., Hong Kong 3rd, Singapore 12th Oct., which is due, *via* Marseilles, on Monday next, the 16th inst., left Suez on the 2nd inst., four days early, and will probably be delivered on Wednesday next, the 11th inst.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Sumatra*, arrived Nov. 5.—None To Venice, from Shanghai: Mr. R. Bourke, Mr. Uhlmaner. From Hong Kong: Mr.. J. Möller, Mr. R. Galton, Mr. Norbal, Mr. and Mrs. Greig. From Singapore: Mr. H. Geillinger.

To Southampton, per P. and O. steamer *Mongolia*, expected Nov. 15.—From Yokohama: Mrs. Pofounds. From Shanghai: Mrs. Wohnes and child, Mr. W. Green, Mr. J. Green. From Hong Kong: Mr. W. J. Harvey, Mr. W. Jardine. From Singapore: Mr. A. Pryor, Mr. E. Jorgensen and child.

Per Nederland Company's steamer *Prinses Amalia*, from Batavia, arrived at Nieuwediep Oct. 30.—Mr. Kens, Mr. Lerutte, Mr. Aremdell, Mr. and Mrs. Beck, Mr. and Mrs. Van Eys, Mr. Kappers, Mr. Brondsema, Mr. Van Doore, Mr. Mulder, Messrs. Winter, Mrs. Hoeroo, Mrs. Winter, Mr. Riviere, Mr. Sonnenberg, Mr. Yullien, Mr. Marion, Mr. and Mrs. Dikkers, Mr. Van Marle, Mr. and Mrs. Godin, Mr. and Mrs. Severyn, Mr. and Mrs. Hulstyn, Mr. Molenaar, Mr. Van Wyk, Mr. Clignett, Mr. Weenink, Mr. Bol, Mr. Leicher, Mr. and Mrs. Boauer, Mr. Zeigers, Mrs. de Boer, Mr. Kok, Mr. and Mrs. de Laat de Kanfer, Mr. Lucker, Mr. and Mrs. Van der Loo, Mr. and Mrs. de Gelder, Mr. Mahien, Mrs. Bonsema, Mr. Ames Doox, Mr. Kruyt, Mr. Schenkel, Mr. Barros, Mr. G. Stroom, Mr. Schwam.

Per Nederland Company's steamer *Prins van Oranje*, from Batavia to Nieuwdiep, expected Nov. 9.—Mr. Paap, Mr. Langereld, Mr. and Mrs. Hoogeveen, Mr. Van Lier, Mr. Jansen, Mr. F. Heekler, Mr. Simon.

PASSENGERS OUTWARD.

Per French steamer *Anadyr*, Nov. 8.—To Yokohama: The Japanese Minister and suite, Mr. Wagener, Mr. Fitz Cunliffe, Mr. Owen, the German Ambassador and suite, Mr. Gramir. To Shanghai: Mr. Gontharet, Mr. W. J. Sayle, Mr. Kent, five Sisters of Mercy, Mr. J. Ure, Mr. Bray, Mr. C. Thorne. To Batavia: Mr. Schreiner, Mr. A. H. J. Diermont, Mr. W. W. Cook, Mr. Duffour, Mr. Bariel. To Hong Kong: Mr. Kyle Mr. Poate, Mr. Byre and child, Mr. A. W. Burn, Miss Kennedy and servant, Mr. E Pye, Mr. F. Leyburn, Mr. C. Petersen, Mr. Bain, Mr. Halhaur, Mr. Peterson, Mr Lathroes. To Singapore: Mr. and Mrs. Jeffries, Mr. Rose, Mr. Peyer. To Galle Mr. G. L. Reid, Mr. and Mrs. Fles, Mr. Foster, Mr. Thomas, Mr. Temples. To Saigon Mr. Treve.

Per French steamer *Provence*, Nov. 22.—To Yokohama: Mr. Pateman. To Hong Kong: Mr. Kruse. To Shanghai: Mr. Lefebre. To Galle: Mr. Journy, Mr. R. B. Harvey, Mr. Ollivam, Mr. Broyer. To Batavia: Mr. Brevet. To Saigon: Mr. Lalanne.

Per French steamer *Amazone*, Dec. 20.—To Singapore: Mr. and Mrs. Sackermann. To Saigon: Mr. Cormean.

Per French steamer *Ava*, Jan. 2.—To Hong Kong: Mrs. Bell.

Per P. and O. steamer from Southampton, Nov. 5.—To Yokohama: Mr. A. Young. To Hong Kong: Deputy Inspr. Gen. D. N. Morgan, Mr. G. S. Hill, Capt. Steples. To Ceylon: Mr. Grubridge, Mr. Maningay, Mr. W. R. Noad, Mr. A. Wise.

Per P. and O. steamer *Sumatra*, from Venice, Nov. 13.—To Singapore: Mr. and Mrs. C. F. Rowland. To Ceylon: Mrs. and Miss Delmege.

Per P. and O. steamer *Pekin*, from Southampton, Nov. 19.—To Ceylon: Mr. Arthur. To Singapore: Mr. and Mrs. Grutte.

Per P. and O. steamer *Malta*, from Brindisi, Nov. 30.—To Singapore: Mr. Unwin, Mr. C. Low.

Per P. and O. steamer from Southampton, Dec. 3.—To Shanghai: Mr. G. Rose.

Per steamer *Ajax* (Holt's line), from Liverpool, Oct. 31.—To Penang: Mr. and Mrs. Kuneman. To Singapore: Mr. Emmerson. To Hong Kong: Mr. and Mrs. Piercy and family, Mr. Masters, Mr. Falconer, Miss Radcliffe, Miss Taylor. To Shanghai: Mr. J. A. Betts, Mr. Nightingale, Mr. E. Melly.

Per steamer *Montgomeryshire*, to leave London Nov. 10.—To Singapore: Mr. Alex. Christian, and seven engineers and miners. For Hong Kong: Mr. Archibald Bird, and Master Arthur Barff.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The dates by this mail are to the 16th Sept.; *via* San Francisco dates of 29th will be delivered on the 12th inst. The following has been telegraphed to the New York papers:—

The arrangements for diplomatic missions have been slightly changed. Nyene Kagronon goes to London instead of Paris. Aiki Singo, formerly Chargé d'Affairs at Berlin, is promoted to the rank of Envoy. Yosida goes to Washington.

The French Government at present takes the lead in pushing the demand for the opening of the entire Empire.

The Mikado gave a breakfast on the 22nd to all foreign diplomats at his own residence. This was the first entertainment at which the Sovereign has freely mingled with foreign guests and received them at his table.

The largest review of troops yet seen in Yedo took place on the 19th, in one of the suburbs of Yedo. Some 10,000 infantry, artillery, and cavalry were inspected by the Mikado and his uncle, Fuesini no Miejo, who has been raised to the rank of general in the army, and in case of hostilities with China is to be appointed to the chief command.

Chili has sent to Japan requesting contributions to the International Exposition to be held there in 1875.

CHINA.

PEKING.

An Imperial edict decrees the degradation of the Prince of Kung, by deprivation of his Imperial Princedom with hereditary succession. The following is a translation of the edict, which appears in the *Peking Gazette* of the 10th Sept.:—

A Decree in the Vermilion [Pencil.] Be it made known to all the Princes and Ministers in the Court that from the time when we assumed the government on the 26th day of the first moon of last year (23rd February, 1873,) until now, whenever speech has been held by us with the Prince of Kung, his language has been marked by manifold shortcomings of decorum. We ordain that as a special act of grace [for his punishment] there be substituted deprivation of his Imperial Princedom with hereditary succession for ever, and that he be reduc l

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to the rank of secondary Prince (*Kun Wang*) instead of still continuing to do duty in the Grand Council. Let also Tsai-ch'eng (eldest son of the Prince of Kung) be stripped of his rank as *Beilah Kun Wang*, as a punishment and admonition.

In the present juncture of Chinese politics, the announcement will be received with no slight surprise; and whether it has or has not any significance in connection with the negotiations between the Tsung-li Yamen, of which Prince Kung is chief, and the Japanese Minister and Envoy Extraordinary, the time chosen by the Emperor to proclaim that he has fallen out with his chief counsellor and nearest relative would appear to be particularly inopportune. We are told that the matter is the subject of a great deal of comment among the Chinese at the Capital, and the incident is one which cannot fail to produce some sensation in the provinces.

So far as foreigners are concerned, the Imperial treatment of the head of the Tsung-li Yamên will probably make no difference. If it should diminish the Prince's influence as an intermediary between the Representatives of Foreign Powers and the Throne it should also have the good result of leading to more frequent audience of the Emperor himself, and of dispelling somewhat the seclusion in which his Majesty rules. It is, however, startling to find a Prince of the blood royal the confidential adviser of the Throne, and a man believed to possess remarkable administrative talent, which he has exercised consistently for the benefit of the dynasty, degraded in this peremptory manner.

On the 30th August an audience was given to the Belgian Envoy in the building called the Tsze-kwang-ko, now known to the outer world as the hall where Imperial audience is given to the Foreign Ministers.

TIENTSIN.

The correspondent of the *North China Herald* writes as follows:—

The Japanese Embassy left for Peking on the 6th Sept., after a rather uneventful but not uninteresting stay of six days. The protracted stay of the Ambassador at this place encouraged the belief that negotiations would be entered into between his Excellency and Li Hung-chang. The latter has been represented as desiring an opportunity to discuss the vexed question with the Ambassador. So the interchanges and interviews which were expected to take place between them were naturally awaited with the liveliest anticipations on the part of the outside public. The interested outside public were, however, doomed to disappointment. Nothing whatever, so far as I can learn, passed between them. I doubt whether any single event since the occupation of Tientsin by the allied army in 1860 has awakened such a profound and universal feeling amongst the officials of this province as the advent of the present Embassy from Japan. Whatever may be the result of the present mission it will continue to attract an increasing public interest until the final solution of the present difficulties is attained.

The U.S.S. *Ashuelot* arrived here on the 9th Sept. from Nagasaki, and is to remain during the winter. The *Ashuelot* brings an American astronomical party to observe the transit of Venus in North-China.

Woo Tung-ling, the head executive of the Southern Chinese forces in Chihli, died on the 1st Sept. He was much trusted by Li Hung-chang in regard to the management of the troops.

The weather still keeps hot during the daytime, and the wind is variable. We have escaped all floods this year, and the crops so far have been gathered successfully.

SHANGHAI.

The present mail brings advices from this port to the 20th Sept.; the P. and O. mail from London August 7 was received on the 19th Sept. The following summary of news is from the *North China Herald*:—

Shanghai was visited on the morning of the 14th Sept. with a succession of heavy storms of rain, accompanied by thunder and lightning. Many of the low lying thoroughfares were temporarily flooded, owing to the incapacity of the drains to carry off the unwonted downpour. There was no wind, and dense masses of black cloud hung over the Settlement throughout the day. The only damage done, as far as we can ascertain, was that a Chinese house in Chili road was struck by lightning, and some mortar thrown down from the wall of a room in which several persons were assembled, fortunately without injuring them.

The new Sugar Duty Regulations, to which we referred some time ago, have been published. They seem to be very reasonable in themselves, but, as we have already remarked, are framed in the interest of the Canton and Swatow men engaged in the trade, the Northern men, who deal with foreigners, importing the article through them and re-exporting it, being excluded from the benefit of the reduced percentage upon which duty is made payable, and of the drawback privileges which are held out in regulation four. The Northern men having offered the required bond, it would not be taken, and they were told they should not buy from foreigners, but of the Southern Chinese, who import sugar. If the sugar is bought from a foreigner they are informed that the duty will be levied on the full number of bags, instead of the percentage of 61·5. But the question has perhaps another aspect of even greater importance to foreigners. The *chao-fang*, or defence tax, referred to in the regulations, and so rigidly levied on everything which enters or leaves the Settlements, is distinct from and additional to the *lekin*, or war-tax, and is only levied in the Foreign Settlements, not in the City. Both are taxes instituted under exceptional circumstances, and though there may be sufficient reason at the present moment for their imposition, that will scarcely justify the fact that since the rebellion they have never been relaxed. The sugar duties illustrate forcibly the prohibitive nature of Chinese taxation. The export duty at Canton, import duty at Shanghai, *lekin*, *chao-fang*, and barrier dues, just double the cost of a bag of sugar by the time it reaches even a place so readily accessible as Soochow.

The *Shunpao* reports that nothing has yet been done in the matter of the Woosung forts, the actual site not having been agreed on. One of the Arsenal mandarins recommends that a position inside the Bar should be taken for the purpose, as commanding the entrance to the river and its navigation at a difficult point. The *Ti-tuh*, it is said, advocates the old position, below Woosung, which commands the mouth of the Yangtsze as well as the Whangpoo. Further conferences are to be held at Woosung before deciding on either situation; and that having been accomplished, the question of the material and design will have to be gone into.

Mr. Lueder, German Consul, left Shanghai for Amoy on the 14th Sept., *en route* for his Consulate at Canton, Mr. Annecke, late Charge d'Affaires at Peking, having resumed his post in Shanghai. Among recent passengers for Chefoo were H.B.M. Consul, Mr. Medhurst, and Mrs. Medhurst. Mr. Stronach takes charge of the Consulate during Mr. Medhurst's absence, which will probably last a couple of weeks.

Mr. Mowat has returned from Chefoo, and has resumed his duties as Deputy Chief Judge of H.B.M. Supreme Court. We are sure that in noticing Mr. Myburgh's retirement from the position he has held during Mr. Mowat's temporary absence we only express the general opinion when we say that, whether in chambers or on the bench, his discharge of the functions delegated to him has given every satisfaction.

The application for leave to appeal made by the defendants in the case of L. J. Mullins, assignee on the estate of L. H. Stoddard, *v.* Olyphant and Co., has been granted by the U. S. Consul-General.

The Mih-ho-loong Hook and Ladder Company have added to their *materiel* a case of surgical instruments and etceteras, likely to prove useful at fires when accidents of any sort are met with, whether by external injury or from the suffocating effects of smoke and steam. Past experience shows that the provision is a prudent one.

We have to report the sad news of the death of a well-known and highly esteemed Missionary, the Rev. Dr. M. J. Knowlton, of Ningpo. For more than twenty years he has laboured faithfully to spread knowledge, and especially the truths of Christianity, amongst the Chinese, and many of them feel that by his death they have lost a friend. Dr. Knowlton has published several works in Chinese, though he is best known among Europeans as the author of "The Foreign Missionary." He was an easy, voluminous, and thoughtful writer, and contributed to some of the best publications in China, besides writing regularly for more than one of the American periodicals. The sad event leaves a blank in the community at Ningpo which must be much felt and cannot soon be filled.

A Ningpo correspondent writes urgently about the want of a gunboat at that port, while disaffection is abroad and menaces are being directed against foreigners.

The following items of intelligence are from the *Budget and News Letter*:—

Mr. Fawcett, of the Imperial Coast Lights Department, was brought before the Court of H.B.M. Consul at Chefoo on the 9th Sept., on a charge of manslaughter, in connection with the shooting of a Chinaman near the works of the new light-house at the Shantung Promontory, about two months ago. It will be remembered that having been first taken as a prisoner before the native local magistrate and put in chains, the charge against him was afterwards tried before H.M.'s Consul at Chefoo and a native magistrate, and he was released by the Consul, on the ground that there was not sufficient evidence to establish a criminal charge. On his release he deemed it prudent to withdraw to Japan, but for some reason a warrant was sent after him, and he was brought back, and the charge above stated was brought against him. Mr. Mowat appeared as prosecutor, and after a lengthened hearing he was committed to take his trial for manslaughter. Mr. Hannen, of Shanghai, has been retained for the defence; and the trial is likely to take place on the 21st Sept.

It is said by those likely to be well informed on such matters, that the mutterings of murder against foreigners, of which we have heard much from the outports, are by no means unknown in the City and Settlement of Shanghai. No doubt, here and elsewhere these ill-omened threats have sprung from the rowdy portion of the Chinese population. We think, however, it is time that our Foreign Representatives were taking active

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measures to place a larger protective Foreign force in accessible positions along our coast.

A terrible thunderstorm occurred at Hankow on the 13th Sept. For a time the blackened heavens was illumined by almost continuous flashes and bolts of electric fire. The casualties which almost certainly occurred had not been reported when the steamer left.

FOOCHOW.

The following items are from the *Foochow Herald:*—We understand that his Excellency the Viceroy is about to start for Amoy, which place will become the temporary seat of the Provincial Government during the Formosan difficulty.—An amusing story is told illustrative of the secrecy with which the Japanese are endeavouring to conduct the movements of their war vessels; a Chinese gunboat fell in with a Japanese war vessel off the Pescadores. Where are you bound to? asked the captain of the first-named craft. Don't know! was the reply. Where are you from? Don't know.—We believe that there will be no difficulty in obtaining the use of the Tartar Camp as a race course during the ensuing season, notwithstanding the presence of a permanent encampment of 500 troops.

HONG KONG.

Our advices by the present mail extend to the 26th September; the French mail from London Aug. 14 was received on the 22nd September. The following items of news are from the *Overland China Mail:*—

His Excellency the Governor has been pleased to issue a fresh Commission of the Peace for this Colony, and the list of the gentlemen therein is hereby published for general information:—Charles May, Esq., the Hons. W. H. Alexander and P. Ryrie, H. G. Thomsett, R.N., Robert McMurdo, and F. W. Mitchell, Esqrs., the Hon. Cecil C. Smith, T. G. Linstead, Esq., the Hon. R. Rowett, H. St. L. Macniac, W. Deane, M. S. Tonnochy, Frederick Stewart, C. V. Creagh, William Keswick, T. Pyke, James Russell, Alfred Lister, E. R. Belilios, Richard A. O'Brien, M.D., and S. D. Sassoon, Esqrs., the Hon. James Whittall, Henry Lowcock, James Greig, John M. Price, Philip C. B. Ayres, M.R.C.S.E., C. Morland Kerr, H. H. Nelson, M. W. Boyd, H. L. Dalrymple, Alexander MacIver, and Nathaniel J. Ede, Esqrs.

We note that Mr. Newitt, who has for some time been acting with considerable success as superintendent of the Eastern Extension Australasia and China Telegraph Company, has left per *Legislator* for Cape St. James, at which place he takes charge of the telegraph office. Mr. Newitt's recent exertions in discovering the cable thieves entitle him to much praise, and we hope that his zeal and discretion in that matter will obtain for him some substantial recognition on the part of his employers.

The German barque *Joachim Christian*, which arrived here on the 21st, has probably made the quickest passage from Newchwang on record for a sailing vessel, having left there on the evening of September 13, and arrived here at nine A.M. on the 21st. As Newchwang is some sixteen hundred miles distant from Hong Kong, she must have averaged over two hundred miles per day. This vessel left Hong Kong for Newchwang on the 23rd of August last, arrived there September 4, leaving on 13th, and arriving here this morning, having made the round voyage in twenty-nine days.

Captain Ward, lately master of the British barque *Caroline Hutchings*, recently wrecked on the coast of Formosa, returned to Hong Kong on the 19th in the *Hailoong* from Takow. Captain Ward is accompanied by his wife, who, when the *Caroline Hutchings* was driven ashore in the typhoon, was saved with difficulty by being dragged through the surf by a line thrown from the ship to the shore. The Nautical Court held at Takow to enquire into the circumstances of the wreck acquitted Captain Ward of all blame, and passed the highest encomiums upon his seamanship and the manner in which he handled his ship under very trying circumstances.

The case of Prospero Beltrao, who was detained in custody on suspicion or being implicated in the *Satsuma* piracy, was again brought before Mr. May. The Captain Superintendent of Police stated that the Government had received a telegram to the effect that "Her Majesty's Government advised no power to remove *Satsuma* mutineers home for trial"; he could not therefore prosecute. Beltrao was therefore again set at liberty.

We have paid a visit to the works of the Hong Kong Ice Company at East Point, and are glad to see that Mr. Bain is pushing forward his arrangements so as to be able to open his depot in town at an early date. Ice is already being made in considerable quantities, and ere long Mr. Bain expects to be able to supply fully all demands that may be made upon his manufacture. The ice, which is made of pure filtered water, is turned out in slabs six feet six inches long, six feet wide, and at least six inches deep. The facilities promised by the company to the public of procuring cheap ice in sufficiently small quantities will prove an appreciable boon, and we cordially wish Mr. Bain and his absent partner success in their enterprise.

The Independent Order of Good Templars in Hong Kong celebrated the first anniversary of the foundation of No. 1 Lodge in their lodge room in Queen's-road East, on the evening of the 11th inst. The commemoration was celebrated with vocal and instrumental music, and several addresses and recitations were delivered.

The Hong Kong, Canton, and Macao Steamboat Company's steamer *Powan* arrived at the Company's wharf on Saturday evening, the 12th, having on board more than one thousand Chinese passengers. The *White Cloud* has replaced the *Spark* on the Canton and Macao line.

We are informed that a work which will constitute a complete guide to the City of Canton, its temples and sights, is in the press, and will shortly be published. The author is the Ven. Archdeacon Gray, whose long residence at and knowledge of the port should have peculiarly qualified him for the task he has undertaken.

Jui Lin, Viceroy of Canton, is dead, and the event may have some slight effect on the fortunes of this colony. Long known for his favourable feeling to foreigners, Jui was one of the strongest opponents of the "Customs Blockade." His views were, however, overruled at Peking, and he had no resource but obedience to the orders of his superiors.

The following items are from the *Daily Press*:—

Complaints have been made that a Sanitarium, which was erected in the Gap, and was understood to be for use of the general community, has been used exclusively for the Government officials. The subject was discussed somewhat sharply, and the Government, as they could not agree with the non-official members as to the regulations which should be framed, had advertised the building for sale by public auction. The question has, however, been set at rest for the time being by the typhoon, which has levelled the building.

The Report of the Canton Insurance Company, for presentation at the meeting of shareholders convened for the 1st Oct. been issued. The accounts show an estimated balance of $144,473, allowing for all ascertained losses and charges to date, against $165,225 at corresponding period last year. The sum of $250,000 advanced by the General Agents as reserve fund has been placed on deposit in the name of the Company in the Hong Kong and Shanghai Bank.

Captain Kistenmacher, of the American bark *Kedar*, with his crew arrived in two fishing-boats and reports the loss of his vessel on the 6th Sept., on his passage from Laguinmanog to this port.

A case came before the Registrar-General in which certain Chinese were discovered unlawfully detaining native girls for the purpose of shipping them to San Francisco for illicit purposes. The parties were ordered to find security for good conduct in $500 each for six months, which, it is to be hoped, will have a deterrent effect, as this practice, which is most difficult to detect, has long been going on in the colony.

We learn that there has also been a most severe typhoon at Swatow, and the sea ran so high as to flood the Custom-House, which is three hundred yards inland, to such an extent as to damage the whole of the papers in the office. Serious injury has also been sustained in other directions.

THE TYPHOON.

A typhoon which, though of very short duration, has probably proved the most destructive witnessed since 1862—if not exceeding it in that respect—swept over the island between the hours of 6 P.M. and 6 A.M. of Sept. 22-23. At 7 P.M. the wind, which had been blowing freshly since six o'clock, began to come in puffs, which the experienced knew to herald an undoubted typhoon, the first heavy blast being felt at 7.30. From this time forward the blasts increased in intensity and frequency, the utmost force being reached about 2.30 A.M., when the greatest damage was inflicted. The *China Mail* gives the following account of the disaster:—

Between 9 and 10 P.M. it was evident that a storm of more than average intensity was beginning to prevail. The sea was lashing the stones of the Praya Wall, and beginning, apparently in mere play, or as a preliminary effort of its strength and an earnest of its future performances, to twist their granite masses about and up-heave them as though they were feathers. As early as half-past nine, as a few persons careless of the storm were on the way towards the theatre, they were *hailed* by a storm of plaster which flew from the cornices and facings of some of the hongs on the Praya. At the theatre the somewhat gloomy appearance of the representative of the troupe, the few chairs outside, and the absence of the usual throng of gossipers near the hall denoted clearly that the storm was beginning to be felt, and that none but the most devoted votaries of Thespis preferred the chance of being destroyed in a public assembly by the possible wind-compelled collapse of the City Hall, to that of being smothered in the ruins of their own houses, in the comforting company of their own families. But it was not till after the conclusion of the performance, and the return of audience and actors to the disquiet of their homes or hotels, that the demon of the storm began in earnest his work of destruction. Soon after 2 A.M. he let loose a squall of appalling violence, which howled and whistled through the town, seeking every alley and bye-way, and leaving everywhere traces of its wanton spite. The atmosphere was principally composed of tile, brickbats, jalousies, verandah beams, and foliage (where there were trees), an atmosphere somewhat difficult of inhalation, and heavier in its pressure than the usual atmospheric burden each person has to bear

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The shipping became quite uncontrollable. Sailing vessels despised such fragile or untenacious restraints as anchors and chain cables. Steamers even found that the power at their command was insufficient to save them from destruction. As time went on the storm gained in fierceness. Houses in the Chinese quarter were blown back into their component parts. Men, women, and children were smothered in the *debris*. Junks in the harbour were capsized and sunk, many of them leaving no hitherto discovered trace, or were smashed to atoms by the drifting vessels which encountered them. Sign boards and even the roofs of houses were borne about "o'er sea and land like waftage of the air." Calamity, ruin, and death ran riot and could not be restrained. The casualties which happened in harbour could not be alleviated by any assistance from the shore, and in the instances in which life was saved on shore it was often at the risk of lives more valuable than those which were prolonged.

It was not till after morning dawn that it was ascertained how severe had been the loss both of property and life. Commencing with the Praya, of which we have as yet been able to make only a hurried survey, the bathing-house has put to sea for good, nothing but wreckage now showing where it stood. In the Recreation Club's boathouse, many of the racing four-oars and private boats have been destroyed, while the hull of what was one of Her Majesty's gun-boats obstrusively its stern on to the boat platform. At the bund by the City Hall has thrust commenced the destruction to the sea wall, which extends along its whole length to West Point. As on former occasions the huge masses of granite have been hurled by the titanic force of the storm far inward, in some cases touching the front walls of the houses. But on this occasion even greater force than usual must have been exerted, inasmuch as we notice in some instances that as many as five or six blocks still clamped together have been washed up in one huge mass. For practical purposes the Praya wall may be said to have almost disappeared, while the earth has in some places been washed away so as to expose the gas and water mains and the telegraph wires, five or six of which combine in certain spots to trip up the unwary loiterer, whose eyes are too fully occupied in contemplating the ruin around him to pick his steps.

The Praya buildings have naturally suffered badly. The City Hall has, as usual, come to grief in the way of glass, in spite of all precautions; and the north-east corner, devoted to the valuable collection of newspapers, was literally beaten in, the glass being in minute fragments, and the jalousies splintered to pieces. Many of the volumes, it is feared, are injured. Fortunately, the precautions taken with the main body of the library has saved the books from any damage. The front portico of light iron and granite is a simple ruin, blocking up ingress, while the noble tree opposite, which was one of the glories of Queen's-road, has been torn up by the roots, and lies a magnificent ruin across the way. The houses lining the Praya, from the City Hall to the clock-tower, appear mostly to have escaped with slight damages to plaster and glass, but west of Pedder's Wharf the ruin inflicted is enormous. The town clock was stopped at 2.35, which we therefore assume to have been the time when the heaviest gust came down. It is at all events certain that most of the worst damage was inflicted about that hour. To the foreign houses this was mostly slight, verandahs, shutters, and windows being smashed, but little damage being done to the houses themselves. With the Chinese tenements it was different. As the storm howled, and hissed, and raged, whole stories were swept away in rapid succession. The two upper stories of Hoo-tye-loong's store came down with a fearful crash, followed shortly after by the upper storey of another corner house, further west. The narrow and slight but lofty verandahs of the native hongs towards Bonham Strand afforded ample material for the sportive fancies of the wind-god, and the whole Praya as far as the gas works is strewed with the wrecks of verandahs, boards, furniture, &c., in some places a foot deep. The amount of loss of life attending this destruction we have not yet ascertained.

It was, of course, at the wharves and amongst the shipping that the most serious damage was done, and this, sad to say, has resulted in the known loss of very many lives. All the stone jetties and wooden piers along the Western Praya face are wrecks. Russell's wharf, Pedder's wharf, Vogél Hagedorn's wharf, the Steamboat Company's pier, and Pacific Mail pier, &c., are all of them so injured as to require almost entire rebuilding. The most melancholy incidents of the night were the foundering of two steamers and three sailing vessels, the former with the loss, as is supposed, of some 100 lives. In addition to this, several vessels are reported ashore and dismasted. We subjoin a list of casualties below. The Spanish steamers *Albay* and *Leonor* sank bodily off Douglas Lapraik's wharf. In the latter thirty-six out of forty-six were saved, but, sad to say, poor Capt. Echanique, who is reported to have behaved with great gallantry in trying to save others, is amongst those lost. His body was washed ashore this morning, and picked up in one of the lanes leading from the Praya to Queen's-road. Regarding the *Albay* nothing is known as to how many she had on board. It is said that she had ninety Chinese passengers, besides officers and crew, but this needs confirmation. She arrived late last evening, and anchored in shore, the captain, it seems, allowing his fires to be extinguished. If true, he has paid dearly for the error. The *Aldebaran*, *Maury* and *A. E. Vidal* have been reported at their Consulate, sunk; crews saved. The *Charlotte Andrews* is reported ashore at Green Island, the *Lizzie H.* is dismasted and grounded by Lapraik's wharf, but has since floated off, and the *Morning Light* is dismasted. Twenty-five casualties, which refer only to injuries, not total loss, had been reported at the Harbour Master's by noon. The Siamese vessels are said to have suffered greatly. We must not omit to notice one curious case of rescue. A young Chin-Chew Chinese swam, or more literally, was washed, into the office of the German Consulate, where he was afforded shelter until morning. He was one of those on board the unfortunate *Albay*, but as yet no particulars have been got from him, owing to the want of an interpreter. Messrs. Jardine's steam launch, as also that of the P. and O. Company, has gone down.

The damage to roads and houses throughout the city has been enormous. Queen's-road, Hollywood, Caine and Robinson-roads were impassable from the trees which, uprooted or torn down, crossed them in every direction. Amongst well-known houses which have suffered we note that Government House is much injured in the roof. Sir John Smael's is more than half unroofed. "The Castle" has lost its verandahs and "Stonehenge" nearly all its glass. Ball's Court, Mr. Ede's house, and others on the West-road have also suffered badly. Throughout the western portion of the town verandahs have been torn away in all directions, and at least half the trees which beautified the roads have been destroyed. The telegraph lines are all down throughout the island; and still worse, the Gas Company's premises have sustained such damage that the supply will be cut off for a day or two.

The Peak has suffered severely. The typhoon took off the roof and verandah of Mountain-lodge, the bachelors' quarters and the Sanitarium being also unroofed. This happened about midnight. The Surveyor-general's house is almost a ruin, Mr. Price having a narrow escape with his life. The Harbour-master's ex-office, lately transferred to the Peak, is also minus its covering. The signal topmast and yard have taken their departure, and the lower mast is almost uprooted but still whole. The trees, croquet lawns, &c., are demolished, the stone seats even being displaced by the terrific force of the wind.

Among the items of which we gleaned so many in our melancholy survey of the ruins we may briefly mention the following:—The Messageries Maritimes' premises are much injured. The Ko Sing Theatre is a ruin. At 10 P.M. the roof of 52, 54, and 56, Hollywood-road fell in. By special providence and the intervention of some European gentlemen and the police seven lives were saved—192, 194, and 196 in the same street are totally ruined. Up to noon to-day orders for the interment of about forty bodies found drowned were issued by the coroner. In Upper Station-street occurred a fearful casualty. Several houses fell in, and many lives were lost. Six children were smothered in the ruins. Their remains showed few traces of injuries. H.M.S. *Princess Charlotte* and the *Meanee* both lost a considerable portion of their wood awnings.

The Praya presents a most extraordinary appearance. It is covered with granite blocks from the sea wall, Chinamen, wreckage, filth from Chinese houses washed out by the sea, and rice, sugar, vermicelli, sails, sacks, and all kinds of perishable merchandise laid out to dry. We must not forget the preserved fish, which is only preserved for a limited period, judging by the abominable odour which exhales from it, and assails the nose of the wayfarer persistently, along at least half-a-mile of the Praya. The London Mission House has suffered severely, many doors and windows being quite blown out, jambs and all. St. Joseph's R. C. Church is literally a ruin, being only a doorway and a heap of bricks. The Civil Hospital was so far unroofed as to require the removal of patients from the upper to the ground floor. Hour by hour evidence that the damage done is much worse than was supposed is accumulating. The injuries to the Gas Works and mains were somewhat extensive. The main pipe at Wanchai was broken by the destruction of the bridge opposite Messrs. M'Donald's slip, and it was some hours before the leak was discovered. At the works the Superintendent's house was partly unroofed, and the gable end of the house occupied by Mr. Donald was blown right down. The ladies residing in those buildings were compelled to take refuge in the engine-house. The furnaces were submerged by seven feet of water. Considerable damage was done to the books and accounts in the office. A part of the Police Station is a wreck. The verandah overlooking Stanley-street and the Justices' Room have been laid in ruins. We regret to learn that telegraphic communication with Saigon has been stopped since the typhoon. The cable-house at Pokfoolum has been much injured by the sea, and most of its contents washed away.

Amongst other casualities in the typhoon we regret to learn that the Hon. Mr. Alexander has had his foot somewhat severely injured by broken glass, being unable to move from Dr. O'Brien's house, whither he had been carried. In consequence of necessary repairs, the City Hall Library is closed to the public. During the height of the typhoon two policemen were struggling along the Praya, at that time covered with furious waves. One of them in trying to climb over a heavy balk of timber, which was washed up near the wharf of Douglas Lapraik and Co., was caught by the wind and hurled into the boiling mass. He recovered his feet with difficulty, and may be said to have preserved his life at considerable risk. We have very great pleasure in drawing attention to the gallant conduct of Mr. George Taufer and his brother, the engineers of the Hong Kong Insurance engine. During the sinking of the *Albay* and *Leonor*, at the height of the typhoon, they most pluckily went to the rescue of the drowning men, and succeeded in saving some thirty-six lives. This is not the first time Mr. Taufer has thus distinguished himself, and we hope that the Government will recommend him for the Royal Humane Society's medal. Although an American, Mr. Taufer will not probably object to receiving from Englishmen a just recognition of his brave conduct.

The damage done to property is fearful. Nearly every house has been more or less damaged, and the finest trees are blown down. Several Chinese houses have been levelled. The loss of native life is appalling. A rough estimate puts it at 1,000, and some 200 bodies have as yet been recovered, while numbers are still coming to shore. The Praya is actually offensive from the number of corpses.

In the height of the tornado, as the steamers *Albay* and *Leonor* were foundering with their crews and passengers, an alarm of fire added to the horrors of the night. Happily the flames were soon extinguished by the fearful gusts of wind, or half the native town must have gone. Their extinction, however, is admitted by the members to have been more owing to the fury of the typhoon than to any exertions it was possible to make with fire engines. Happily the danger was soon over.

The Macao correspondent of the *Mail* writes as follows:—

A most dreadful calamity has befallen this town. It is now a heap of ruins. Its beauty is gone, its prosperity checked, and desolation is everywhere. On the evening of the 22nd the appearance of the atmosphere and the indications of the barometer gave sure signs that something serious was brewing, and that a typhoon was to be feared.

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The wind was not strong, however, but the sea was high, and, although not yet tempestuous, there was a sound of awful menace in the moan with which it broke on the shore. The blowing of the wind steadily increased from the north quarter, and at midnight the inner harbour began to be a scene of destruction, the junks losing their moorings, striking each other and being smashed to pieces. A Chinese gunboat capsized on this occasion with three Englishmen on board. In the town the roofs of the houses began to move, and tiles flew about like hail. Every moment the wind grew stronger, the barometer steadily falling. Suddenly the wind veered to the east. Then the sea, which had been rising gradually, increased to an enormous wave, overleaping its usual limits, and struck in a body with tremendous force the whole course of the Praya Grande. The water rushed into the houses, the quays were destroyed, the large granite stones hurled about, the guns of the batteries dismounted and borne like feathers on the infuriated waves, and junks were smashed against the buildings. In less than an hour the work of destruction was accomplished, every house was invaded by the water and battered down; the spray flew over Government-house and the houses to the southern extremity of the Praya, which they reduced to a shapeless heap of stone and brick.

The desolation of the town now reached its acmé. The crash of falling houses, the screaming of the victims, people running to and fro in the streets pursued by the rushing water, the terrible roar of the wind and of the sea, all this was something awful to hear or see. Suddenly an ominous glare appeared in the heavens. Fires had broken out in different parts of the town, and the flames, whipped on by the gales, rushed in horizontal streams over the largest squares, devouring the buildings that stood even at great distances in their direction. The lurid reverberation of these fires striking from the flying clouds on the sky was repeated by the waters which invaded the doomed town in every direction. On this occasion the loss of life was fearful. People had only to choose their death by water, fire, or the shock of falling buildings, but death was everywhere. Many persons who were hidden in the furthest recesses of their houses found themselves suddenly involved by the flames and perished miserably.

The *China Mail* gives the following particulars with reference to the damage to shipping wrought by the typhoon :—

The loss in the way of ships, buildings, and roads is estimated at over half a million of dollars, but further details may increase this estimate. Fourteen vessels were sunk in the harbour, four are ashore, fifteen dismasted or otherwise injured, while six are missing, and a vast number are leaking and require examining. Amongst the native craft more than one half have been lost. The following is the list of casualties, so far as we have been able to learn them up to the time of going to press.

Sunk or Totally Wrecked.—Spanish steamer *Albay*, Spanish steamer *Leonor*. British barque *Imogen*, near the Sailors' Home; the captain, Hughes, and crew are reported drowned. American schooner *Sea Bird*, driven ashore at Wanchi, near Messrs. Meyer and Alabor's wharf; cook and steward drowned; the captain, O'Keefe, saved. British ship *Mindanao*, total wreck off the P. M. S. S. Co.'s wharf; the captain, Smith, reported drowned, with some of the crew. British barque *Matilda Atheling* is reported foundered by the *Hong Kong Times;* nothing definite known at the Harbour-master's office. German barque *Aldebaran*, German barque *Maury*, German barque *A. E. Vidal*. American ship *Therèse* reported bottom up, near Green Island; crew missing.

On Shore.—H.M. *Flamer*, near the Bathhouse site. British barque *Lizze and Roza* on shore near the Sailors' Home, with a hole in her bottom. British barque *Falcon* (said by *Hong Kong Times* to have lost her rudder and gone ashore). P.M. Co.'s s.s. *Alaska* ashore, broadside on, near Aberdeen docks. American barque *Lizzie H.* on shore and dismasted off Douglas Lapraik's wharf. British barque *Charlotte Andrews* ashore at Green Island. Steam launch *Blue Bell* ashore in Belcher's Bay.

Dismasted only.—British ship *Morning Light*, American steamer *Pawtuxet*, British barque *Ardent*, American ship *Lathley Rich* (bowsprit only), British barque *Courier* near Cowee-chow.

Missing.—Peruvian ship *Macao* No. 2, German ship *Belle Saurage*. Of other casualties the *Wan Loong* is reported injured. There are also a number of junks and sampans ashore and disabled at Stonecutter's Island, the jail wall of which was washed down. The Siamese shipping in port has suffered in minor ways.

THE BLOCKADE OF HONG KONG.

A very largely attended and influential meeting of the foreign residents took place on Sept. 14, in the City Hall, for the purpose of considering the blockade of Hong Kong by the Canton Customs cruisers. The following, amongst other gentlemen, were present :—Hon. P. Ryrie, Hon. R. Rowett, Hon. J. Whittall, Messrs. H. Lowcock, C. V. Creagh, A. F. Heard, G. F. Heard, J. Greig, J. J. dos Remedios, M. C. do Rozario, F. Grobein, G. Sharp, G. Glasse, E. Vogel, R. Walker, C. P. Chater, J. T. Chater, B. Davies, T. N. Driscoll, W. T. Newitt, A. N. Blakeman, A. L. Agabeg, jun., G. R. Lammert, J. G. Smith, W. Dolan, T. I. Bowler, Williams, J. E. Meyer, J. Alabor, D. E. Caldwell, J. C. Collings, T. J. Groves, A. G. Morris, H. L. Dennys, N. B. Dennys, W. Curtis, D. C. Tata, W. R. Landstein, J. S. Lapraik, C. H. Morgan, L. Barnard, A. Newton, McIntosh, H. E. Braddon, E. Beart, W. N. Middleton, J. F. Cordes, S. D. Sassoon, C. M. Kerr, P. Karberg, M. W. Boyd, E. R. Belilios, H. Hoppius, A. Strack, H. L. Dalrymple, R. Jensen, H. N. Mody, J. K. Davis, Blyth, C. Wagner, D. Welsh, R. Lyall, A. Millar, E. Mellish, W. W. Battles, J. B. Coughtrie, G. A. Knoebone, E. Sharp, &c., &c.

The Hon. P. Ryrie proposed that Mr. H. Lowcock take the chair, and this proposition was passed by acclamation.

The Chairman, in opening the proceedings, said that he did not think he need make many remarks, as he perceived, from the large number who were present, that great interest was taken in the object of the meeting, and they were all as competent as himself to judge of it, and he had no doubt that they as fully recognised the necessity for some steps being taken with regard to the action of the Customs cruisers. If some measures were not speedily adopted, affairs would go on from bad to worse, as the Chinese would think we were powerless or too careless to prevent such encroachments. It was evident that if we did not help ourselves we should get very little help from elsewhere, and he therefore suggested that the meeting urge upon Her Majesty's Government to take the necessary steps. He did not intend to enlarge upon what these encroachments were, as all were well aware of their character. There were three stations at which tolls were levied, and supervision was kept up over every craft which left this Colony. The Chinese were aided in levying the duties by gunboats and steam launches which were, contrary to local law, allowed to pass unmolested in and out of the harbour. In addition to this the Hoppo had established in this Colony an office for the collection of the tolls which vessels have to pay on passing the stations, and this was contrary to international law, and the whole was an interference in direct contravention of the letter from Her Majesty in 1841, opening the port to trade, to Sir Henry Pottinger's proclamation the next year, and to the proclamation by the Chinese in 1849. Of course all that was done at the meeting would be taken into account by the Government, and would have due weight, as being the expression of opinion on the part of the public, and he hoped therefore that the meeting would be conducted in a moderate manner, such as would induce a proper consideration of the question. He then called upon any gentleman who had a resolution to propose to put it before the meeting.

Mr. Greig said he had to propose the first of a series of resolutions with reference to the blockade of Hong Kong, and was glad to notice that the matter had brought together a large concourse of people, the meeting being larger than any he had seen before in Hong Kong. The grievance was not one of yesterday, but was one of old standing, and there was no doubt they were now threatened with complete extinction of the junk trade, the preservation of which was of great importance to the colony. He trusted the resolution would meet with approval, and that the Government would see the justice of all they complained of, and very soon take measures to suppress the evil. He moved the following resolution :—

"That this meeting regards with feelings of amazement and alarm the organised invasion by the Hoppo of Canton of the freedom and sanctuary of the port and harbour of Hong Kong."

Hon. J. Whittall said before that resolution was put to the meeting he should like to make a few remarks. When he signed the circular convening the meeting, he understood that they were to be called together to obtain information and then express an opinion upon it. So far there had been no information given, but only generalities, and he should like something more definite before he joined in the passing of the resolutions. He maintained that the Colony was not suffering from the blockade, that the Chinese had a perfect right to levy their duties, that the trade of Hong Kong had improved, and was now as large as ever it was. If he was not mistaken, he believed also that the junk trade was improving, so much so that he understood it had been suggested that the fees should be curtailed. When he read the resolutions which he had in his hand, he was afraid they contained statements which could not be proved, and he thought before they took any action in the matter they ought to see that they could substantiate them. He hoped that some gentleman would explain how the Colony was suffering from this blockade. (Hear, hear, and applause.)

Hon. P. Ryrie said, in reply to the remarks which had just fallen from Mr. Whittall, he thought that gentleman had only to refer to the Harbour-master's last-published report and he would see that the junk tonnage had fallen off. In fact Mr. Thomsett had said that, considering the system of cruising which was carried on about the island, it was surprising it kept up at all. The figures for last year were less than for the year previous, and as far as he knew they were likely to be less in the current year. (Hear, hear.)

Mr. Welsh asked, if the Chinese trade had fallen off, how it was that the rental in Chinese towns had increased in some cases from $95 last year to $105 this year. It was the same all over the Colony, and if the trade was decreasing how could that fact exist?

Mr. Whittall said if no one else had anything to say he might state his views with regard to the trade of the colony. The business of the firm with which he was connected was not a small one, and they had as good means of ascertaining what was going on as most people. Though he had been trying to ascertain if the trade was suffering, he had not had a single complaint on the subject from any of the legitimate dealers in shirtings. He knew quite well that squeezing was carried on to a large extent in the country, but the blockade of this port, as it was called, had nothing to do with that. The Chinese were simply collecting duties which they were entitled to. When he himself shipped things to Canton he had to pay these duties. Although small irregularities may have crept into this matter, it was not so bad as it was represented to be. He might have been wrong in what he said about the junk trade. Instead of its increasing it might be falling off, but if this were so there were other reasons which accounted for that. With respect to the value of property in Hong Kong, he had made sales of property within the last few weeks, and had obtained more money for it than he had been able to obtain within the last five years. The import trade here had shown a considerable excess of late, and stocks were now considerably less than they were at this time last year, so that he could not think the trade of Hong Kong was falling off. He repeated that the Chinese had a perfect right to levy their duties. They only did that, they did not make the same junk pay duty a second time. When a junk wished to clear from this port she had only to get a permit stating what she was taking away, and the duty was not levied until she reached the port to which she was destined. There was a deal said some time ago about a junk from Formosa that had been tampered with, but that junk was not doing a legitimate business. Her object was to smuggle. A great many Chinese in this Colony smuggled, and he was sure that the Hom Government never intended to encourage trade in this place at the ex-

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pense of the Chinese Government. It was only after the war that many Chinese came and settled in Hong Kong, simply because they found what facilities there were for carrying on smuggling here. They made a request, which he and others refused at the time, and that was that a consul should be appointed at Hong Kong. If that request had been acceded to, many of those things which were now complained of would not have taken place. He objected, however, to it, because the Chinese had not a custom-house, but when they found they could not collect their legitimate dues, they established custom-houses in their own waters, and they had done nothing more than they were entitled to do. They should not have a custom-house in Hong Kong, and he thought the Government would be to blame if they allowed it, but he did not understand why they should not see that a proper official, who represented the Chinese Government, came and consulted with our authorities upon the matter. The trade of Hong Kong was not a bit worse than Shanghai, and there was no blockade there. This alleged falling off in the trade in Hong Kong had nothing whatever to do with a blockade, and many of the Chinese merchants had said to him that they were perfectly satisfied with the present arrangement. It was a protection to the honest merchants, and only a disadvantage to the dishonest ones. (Applause.)

Mr. Karberg seconded the resolution, which, on being put, was carried by an overwhelming majority, only seven voting against it.

Mr. Ryrie said the second resolution had been put into his hands to lay before the meeting. His remarks upon it would be very short indeed, as it was well known that in other places he had strongly deprecated the blockade of Hong Kong. Whatever might have fallen from the gentleman who had spoken on the other side, he could only say that his opinion and information were totally the reverse. Not only had one Chinese dealer spoken to him of this matter, but several dozens had complained of the port being hampered in the way it was. Respecting what had been said about the demand that there was for Chinese property in Hong Kong, the reason which had always been given to him, and which he believed to be the correct one, was, that trade in the interior had been so bad, and capitalists were so chary of investing their money in the country, because they had so little confidence in their mandarins or their government, that they came to Hong Kong and bid against each other for the house property. They were quite content if they could only get a small interest, five per cent., or even less than that, for their money, and were content to invest it in that way here, rather than put it in the native banks at Canton. With respect to the resolution which had been put in his hands, there had been a demand for facts with regard to it. He did not think anyone could deny the fact that stations existed outside the harbour, and he did not think anyone would deny that there were Chinese gunboats in the harbour, because they were lying only some two hundred yards from where they were assembled. As regarded the smaller vessels, he had seen with his own eyes steam launches pursuing them out of the limits. They lie in wait and watch the junks, taking care not to board them in daylight when in our waters, but seize on them the moment they are without the limits. The other day when coming from Canton he saw the same thing done by a Hankow boat which was commanded by a European. This vessel lay very near the confines of the harbour; and as the junks came out she followed them, came up with them, and then the gig boarded every junk. There could be no doubt about that. He would now say something about the gunboats generally, a subject which some years since was taken notice of by the Chamber of Commerce, and several letters were written to more than one Consul on the matter. In all these letters they steadily avoided saying about the vessels for revenue purposes. They said they had sanctioned these vessels because they had been useful in putting down piracy. In one letter which he himself had from Mr. Hughes, that gentleman said that none of these gunboats were ever likely to be used to menace the trade of Macao or to go to that port. It was now known that they had blockaded Macao, and if they had done that, of course they would blockade Hong Kong. The great mistake which the Government of this Colony had made was in recognising these vessels as ships of war. On that plea they were allowed to enter the harbour, and clear any hour of the day or night they pleased. That gave them an opportunity of doing whatever they wished. They might just as well be stationed in the harbour if this was permitted. It was distinctly laid down in the new harbour Ordinance that no vessel was to leave without anchor passes or permits. Was it right that any vessel that chose to hoist a little bit of a red flag with a dragon painted on it should be allowed to do whatever she liked in this harbour? He did not see why the Government of the colony should not legislate specially with regard to these vessels, and necessitate their observing some regulations. He did not think many of those present supposed that these vessels were ships of war; if they were ships of war, they behaved as ships of war behaved in no other port of the world. What would be said if an English man-of-war went into Havre, and the moment she saw an English vessel start, immediately followed her, boarded and squeezed her? Did they think the French Government would put up with that for a moment? Certainly not. They would say if these were the regulations respecting men-of-war they had better be altered. (Applause.) The harbour regulations here at present did not touch these Chinese vessels, and he thought the sooner they did so the better. (Applause.) He had no more to say, except that this was the only port in China where this sort of thing was carried on. One gentleman who had spoken referred to the port of Shanghai. There must be a lot of small places on the Yangtsze where smuggling could be carried on. Why, then, should they adopt the system of blockade here only. He did not think there was anything of the kind at Foochow, and though there were war vessels there they were not engaged in this sort of business. He then proposed the following resolution :—

"That the establishment by the Hoppo of Canton of three stations at Foo-tow Moon, Capsing Moon, and Chun Chow, covering the approaches to this harbour, and assisted by steam gun vessels, attended by armed steam launches, these latter being allowed contrary to the laws of the colony, to move about at their pleasure, in and out of the harbour, at all hours of the day or night, in pursuit of junks, constitutes an effectual blockade, the evils of which are increasing every day, and are manifested by a great diminution of the junk trade and consequent withdrawal of general business from the colony."

Mr. Welsh said the resolution stated that the manner in which these launches went about the harbour was against the law of the colony. Would Mr. Ryrie move that the Government be asked to put the law into force. If he would do so, he (Mr. Welsh) would second him.

Mr. Ryrie said he denied the vessels were ships-of-war, or that they had a right to be considered as ships-of-war.

Mr. J. F. Cordes seconded the resolution, which was put, and carried with one dissentient.

Mr. E. R. Belilios then proposed the following resolution :—

That the levy and collection in Hong Kong, at an establishment open for the purpose, by the agent of the Hoppo, of toll upon the Harbour Gates; and the symstematic overhaul, in this behalf, of Chinese junks on nearing or departing from the port, by steam gun vessels, the *Peng Chao Hai* and others anchored opposite to stations in the East, West, and South passages, is a flagrant and unparalleled breach of international usage, alike unbearable by the inhabitants of this Colony, and injurious to Foreign and Native interests.

He said he had very little to add to what had fallen from Mr. Ryrie. He thought no one would deny that the position of this Colony compared unfavourably with the treaty ports. They had had wars with China, and ports had beee opened, but these proceedings on the part of the Chinese had placed Hong Kong in a worse position than any of them, which he was sure the framers of the treaty never contemplated. He trusted that the proceedings which would ensue upon that meeting woulb be the means of causing measures to be taken to remedy the evil (applause).

Mr. Welsh asked if the Chairman could tell him the difference between the $4 on the junks, and the $2½ charged by the American Consul on American vessels?

The Chairman said he was sorry he could not, but he could not see how that affected the question now before the meeting.

Mr. Welsh said it was a question of principle. The Consul levied $2½ in Hong Kong, and he (Mr. Welsh) could not see what was the difference.

Mr. R. Walker held there was this difference, that the action of the Chinese amounted to an invasion of the independence of British territory. He understood that that meeting had been called for the discussion of the cruiser question, and they came there with the full conviction that the facts of the case were already well known. However, the Harbour-master and the Chamber of Commerce were the authorities in anything relating to the shipping and trade respectively of Hong Kong, and their statistics must be taken. (Applause.) No one objected to the Chinamen levying the revenue, and taking steps for its proper collection, but such steps must not interfere with the jurisdiction of another power. Twenty years ago at home cruisers were employed, but they did not go into the English Channel and stop vessels. They had stations on shore which commanded a good view, and it was only where vessels committed a breach of the revenue laws that the coast guard cruisers seized upon them. Mr. Ryrie had given an illustration of what the feeling of the French Government would be if an English vessel levied duties on a ship coming from any of the ports on the coast of France. But he would bring the case closer home to the British Government. Close on the shore of France were the Channel Islands. There the French language was spoken and the inhabitants were of French origin. What would England say if the French Government were to have a set of cruisers at one of the ports of these islands stopping every vessel going in. He need not go into the question of the depression of trade. Many causes had been at work to bring this about, but this meeting had decided that one of these causes was the action of the cruisers outside. (Applause.)

Mr. Hoppius seconded the resolution proposed by Mr. Belilios, which was carried unanimously.

Mr. J. S. Lapraik proposed the next resolution as follows :—

"That the proceedings of the Hoppo of Canton are in direct contravention of the letter of Her Majesty's invitation to trade at Hong Kong, dated 7th June, 1841, of Sir Henry Pottinger's Proclamation of 6th February, 1842, of the spirit of the Treaty of Peace between Great Britain and China, of the Proclamation by the Chinese Government, dated 6th February, 1869, and of the practice of all civilised nations; and, as a consequence, most inimical to British prestige in Hong Kong and the neighbouring provinces of China, the impression being general, on account of the prominent part taken by Englishmen in the matter, that the system is connived at by the British Government, which is powerless to resist it."

He said the Chinese had been invited to trade in the colony by Sir Henry Pottinger, and now the proclamation declaring the port free was being followed up by a blockade. In 1868-9 a proclamation was issued by the Viceroy of Canton, ordering that these revenue cruisers be withdrawn. They were withdrawn for about a year, but afterwards came back again. He believed that that proclamation was still in existence, and he thought the Colonial Government should be called upon to insist upon its being carried out. With regard to the trade of the Colony, he stated that the value of Chinese property had been enhanced merely on account of its becoming a means of investment and not on account of trade. The Chinese felt that investing their money here was safer than in their own country. (Applause.)

Mr. Dolan seconded the resolution, which was put to the meeting, and carried *nem. con.*

Mr. N. B. Dennys said that despite what had fallen from an honourable speaker it must be admitted that the presence of some 200 members of the community on a working afternoon showed that either the public had a very real grievance or thought they had—and in either case it was very desirable to ventilate it. He did not intend to touch upon the evils caused by blockade which abler speakers had or could better have described. But he might observe that the point made by a previous speaker as to the rise in native house rent by no means

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argued a necessary gain to foreign pockets; and it was their interests, he believed, which the meeting had met to discuss. He might also point out that though, as a previous hon. speaker had said, China had the right of levying lawful duties in the way she did, it was nevertheless a fact that Canton duties were levied by these cruisers on vessels going to other ports, say Macao or elsewhere. And the bare fact of cruisers being placed in such positions as they occupied, with the power of squeezing, would alone justify strong protest against such temptation being allowed to vessels acting under a most irresponsible authority, with no head that we could reach. It was this intangibility which made the levies doubly irritating. We did not know whom to kick at except that vague entity known as the "Chinese Government." To get at that we had to get the Governor, to get the Consul, to get the Viceroy, to get the Hoppo, to get somebody, to get somebody else, to enquire about a gunboat levying illegal taxes; and in taking all these different steps the matter got lost sight of before anything was ever done. What we wanted was immediate action; but before proposing that our Government be asked to take it, he might for a moment ask what was the chief obstacle to our taking effective action. It was not our physical weakness. We had gunboats enough on the station to drive every cruiser beyond Canton. It was not want of sympathy on the part of the local government, who seemed to fully acknowledge the existence of a grievance. He would go further back than the Hon. Mr. Ryrie, and say it was not our recognition of the revenue cruisers as men-of-war, but our unreserved recognition of sovereign rights on the part of China, who did not know how to use them in accordance with the rules of international courtesy. Still, we had put ourselves in this position, and anything we could do must start from the basis that we acknowledged China's right to act as she did in her own territory, and that we had at all events tacitly recognised her cruisers as "men-of-war." Now there were three alternatives to meet the evil under these circumstances. The first, that of appointing an Agent or Consul in the colony who would grant passess, was so unpopular that it was useless to discuss it at present. The second was to place the revenue cruisers under the foreign inspectorate. This would secure comparative honesty of collection, but the fatal plan, so well pointed out recently by a correspondent of the *Daily Press*—that the Chinese would persist in treating Hong Kong, Canton, and Formosa and Chekiang, or any other province, as a separate state for duty purposes would still leave the matter in a state most unfair to local interests. The third, and to the speaker's mind, most feasible proposition was one which would be fair to both nations and consult their dignity while achieving the object which this meeting had in view—*i.e.* removing the throttling grip now maintained on our trade. Why then should we not insist upon China conforming to the civilised usage and confine her taxing boats to the immediate entrances to her ports, while keeping up an effective guard boat service to prevent illicit landing for smuggling purposes, but not to seize junks bound out? Hong Kong was only concerned about her own immediate neighbourhood, and the Chinese now only maintain such a service below the bogue. The speaker's primary object was to move a resolution asking the Government to use prompt action to do away with the blackade. But he thought that with this some effective suggestion should also be made; and having stated what appeared to him almost the only course that would meet all views, while preserving the rights of Chinese sovereignty untouched, he begged to move the following resolution:—

"That, as Hong Kong is entirely without internal resources, and absolutely dependent upon free communication, prompt and decisive action is required to avert the impending annihilation of her trade, when her revenue must speedily decline, and the island again become, as in former years, largely dependent upon the mother country."

Mr. C. M. Kerr seconded the resolution, which was carried unanimously.

Mr. A. F. Heard said there was one point he wished to bring forward, and that was the fact that they had some cause of complaint against somebody, and while they might differ in detail, they were all agreed as to what it was. The entire population of the colony, belonging to almost every nationality under the sun, were represented at the meeting. Not only were they agreed as foreigners, but strong evidence existed of the sympathy between them, and also that the Chinese residents of the colony had the same opinions, as shown by the fact that eighteen Chinese merchants had signed the petition sent home upon the subject; and the fact that so many Chinamen could be induced to testify to the existence of a wrong on the part of their Government was a proof that something more than an ordinary grievance existed, that there was a wrong which demanded an immediate remedy, and that prompt measures should be taken for its removal. They knew that strong pressure must be brought upon Chinese to induce them to come forward, but it was well to state this, as people at home might not be able to appreciate the fact. The Chinese here were either directly or indirectly in the hands of their officials, who had the means of coercing their countrymen on the mainland. He begged to propose:—

"That this meeting cordially sympathises with the objects of the petition to Her Majesty the Queen by Chinese merchants, and the memorial of the Chamber of Commerce to the Right Honourable the Earl of Clarendon, believing that the statements which they contain are substantially correct; and that the petition would have borne many more signatures, but for the almost universal apprehension in which the Hong Kong natives dwell for the safety of their families in China; that this dread causes them to have an almost insuperable objection to testify in public to the unscrupulous exactions of the Chinese Customs and their officials."

This resolution was seconded and carried.

Mr. J. J. dos Remedios proposed the following resolution:—

"That the Chairman convey to H.E. Sir Arthur Kennedy, K.C.M.G. and C.B., Governor and Vice-Admiral of Hong Kong, the request of this meeting that, pending the receipt of replies from home to communications already forwarded, his Excellency, with a view to the abatement of the evil, will have the goodness, in concert with Sir Brooke Robertson, H.B.M. Consul at Canton, to bring under the notice of H.E. the Viceroy of the Two Kwang Provinces Jui, and the Superintendent of Maritime Customs for Kwantung, the outrageous and defiant manner in which H.E. the Viceroy's Proclamation of 6th February, 1869, is disregarded, with the object of obtaining the issue of a fresh proclamation on the subject, and also take such steps in connection with Admiral Shadwell, C.B., F.R.S., as may be necessary for the extirpation of these nests of pirates from the Inland seas and the immediate and final closing of the Hoppo's Agency opened in Hong Kong for the collection of imposts and issue of passes for the Harbour gates."

This was seconded by Mr. Jenson, and carried.

Hon. R. Rowett said that what had taken place at the meeting would not only show that a unanimity had prevailed with respect to the resolutions which had been passed, but that there was a strong feeling on the part of the public on the subject of the Blockade. He therefore begged to propose the following resolution:—

"That the Chairman of this meeting do forward these Resolutions to the Honorable Colonial Secretary, asking that his Excellency the Governor will have the goodness to transmit a copy of the same to the Right Honorable the Secretary of State for the Colonies, with the earnest request of this meeting, that Her Majesty's Government, who are alone competent to deal effectually and permanently with the case, will take such steps as may be necessary to secure the promised freedom of the Port and Harbour of Hong Kong."

He had not intended to say any more, but the remarks which had fallen from some of the speakers should not be allowed to pass without notice. In the first place, the gentleman who had now left the room spoke of the increase of the value of the property in Hong Kong. This was only true to a certain extent. Chinese property in the West end of the town had no doubt advanced in value, and this was very much owing to trade being so bad that people having money put it into houses and land. The property occupied by Europeans would, however, tell a very different tale, for if the proprietor of any of them wished to sell he would get less than he gave for his property. Perhaps the gentleman to whom he had just referred could give a very sorry account of some very valuable property under his charge. The value of Chinese property had not only increased in this colony, but had also increased at Macao. Now that gentleman, who based his idea of the state of trade on the value of property, would scarcely say that that was the case of Macao. He knew certainly that the value of many houses there had increased of late years, because the Chinese were ready to buy property to place their relations where they would be out of the power of squeezing Mandarins. The same thing applied exactly to Hong Kong. China contained two classes, the governors and the governed. The one class squeezes and the other is squeezed, and the richer the subject the more certain was he to be so. Many of the people who come to Hong Kong do not want trade, but desire peace and security; and they find under the governments of Hong Kong and Macao that their liberties are secured. Another speaker had referred to the proposition of stationing a Chinese Consul at Hong Kong. That proposition was immediately opposed by one of the wisest men we had ever had in Hong Kong, Sir Richard MacDonnell, who pointed out to the Home Government the troubles that must ensue from a Chinese Consul being recognised in Hong Kong. Such an official would at once represent a power in the place. He would govern the Chinese, and as they did not understand all the details of English law, they would at once submit themselves to his dictates. A Consul was an official accredited to a foreign port to be in friendly relations with the authorities there, and to act as mediator in case of dispute between the subjects of the Power he represents and those among whom he resides. That he thought could never be the case of a Chinese Consul in Hong Kong. There would be little friendly relations manifested by him. He would simply be a spy, and as a local poet had said, "his name might be Asee." He would in fact be an enemy to the Government of this place. As regarded the blockade, he did not think any one here objected to the Chinese catching smugglers and preventing smuggling. But where did the smuggling begin? Certainly not in these waters. There was no Custom-house here to evade. Why should these people come here and watch the junks that are being loaded? They are not here in that capacity. The Customs' cruisers, which are recognised by the Colonial Government as men-of-war, were not men-of-war at all. He was not aware that in any other country in the world Customs' cruisers were received as men-of-war, and he did not see why they should be here. The Government of Hong Kong might be exceptionally placed, but he thought that was a reason why the authorities should take exceptional care to preserve our trade. (Applause.)

Mr. S. D. Sassoon seconded the resolution, which was passed.

Mr. M. W. Boyd then proposed the next resolution, as follows:—

"That the Chairman do forward copies of these resolutions and of the proceedings at this meeting to the several Chambers of Commerce at Home, to Members of Parliament and others, with the request that in the general interests of the China Trade they will exert themselves to obtain for Hong Kong a restitution of the Commercial privileges granted by Royal Proclamation on the erection of the Colony."

Mr. H. L. Dalrymple seconded it, and it was passed.

The Chairman then said if any other gentleman had any remarks to make, or anything to propose, he had now an opportunity of doing so. He congratulated the community of Hong Kong on the interest which had been manifested on a subject which materially concerned them, and he trusted that the meeting would be productive of good results.

Mr. Coughtrie proposed a vote of thanks to the Chairman, which was heartily accorded, and the meeting then separated

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices from this port to the 4th October; the French mail from London Aug. 26th arrived out

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fon the 28th Sept., and the following P. and O. mail of 4th Sept. was received on the 3rd October. The following summary of news is from the *Straits Times*:—

His Excellency the Governor, accompanied by the Hon. Mr. Braddell and W. H. Read, Esq., left in H.M.S. *Charybdis*, attended by the gunboats *Hart* and *Avon*, for the Indau river, the boundary between Johore and Pahang. It had been reported that the Bandahara of Pahang had encroached upon the territory of the Maharajah of Johore, in contravention of an award by Governor Cavenagh, to whom the boundary question was referred for arbitration; but the matter resolved itself into a quarrel between the headmen on opposite sides of the river, owing to which two murders had been committed. His Excellency also visited the Bandahara at Pahang, who received him most hospitably, expressed his desire to maintain friendly relations with the Maharajah of Johore, and declared his intention of visiting his Excellency at Singapore at his earliest convenience.

At the Legislative Council on the 15th September his Excellency Sir Andrew Clarke explained his past action and his policy in dealing with the Native States, and asked for the support of the Council. His Excellency's speech will no doubt take our home readers by surprise, as it did people here, by its forcible statement of the past and present political situation in the Peninsula, and the enlightened policy it so clearly defines, a policy that it is manifestly our duty, as a British colony in the midst of uncivilised Native States, to pursue towards them; to teach them the arts of self-government, and to aid them in the establishment of peace and order and the development of their almost unlimited resources. Such was the desire of Sir Stamford Raffles, the founder of this Settlement, and if the policy now inaugurated be steadfastly adhered to, we may hope for its realisation.

The Legislative Council met on the 29th—the only meeting during the fortnight,—when the Hon. W. R. Scott, calling attention to further correspondence laid on the table on the subject of the New Harbour Railway, asked what steps the Government was prepared to take towards carrying out the recommendations of the Secretary of State for the Colonies, and argued that Government was committed to undertake the work. He was supported by the Hon. Mr. Shelford, who spoke very ably on the subject, and was opposed by the Hon. Dr. Little, who argued with much force against the necessity for a railway at all. H.E the Governor replied that press of weightier matters had prevented him from giving this subject the attention it deserved, but that personally his views were opposed to the construction of the railway by Government, it being merely a municipal work in Singapore, for the benefit of only a very small section of the community, while there were other works of greater importance and more general utility more urgently requiring attention. Encouragement would, however, be given to private enterprise, and possibly Government aid in the shape of a guarantee in the event of a company coming forward to continue the line to Johore.

The *Sarawak Gazette* reports the following:—

The British barque *Cora Linn*, Capt. Glazebrook, left the Borneo Company's wharf at Pinding, and sailed for London with a full cargo. Trade in Kuching has been unusually active during the last month; we noticed in the river at one time three steamers, namely, the *Royalist*, *Sri Sarawak*, and the *Saltee*; also a full-rigged ship and some ten or fifteen schooners, all of which have since cleared with full cargoes. The *Saltee* is a fine ship, and is usually employed in carrying mails from Saigon to Cambodia. She left the river with a full cargo of 6,000 piculs of sago flour in her hold, while her deck was piled up with rattans nearly to the awning.

THE WAR IN ATCHIN.

From the Military and Civil Commmanding Officer at Atchin the following intelligence has been received *via* Padang, dated the 13th Sept.—1st. Sept. The steamer *Watergeus* returned with intelligence that the Netherlands flag was hoisted at Patti on the 28th, and at Kluwang on the 31st Aug.—7th Sept. A battery on the east face of the Kraton completed, and armed with two 8 *cm.* cannon. 8th Sept.—The attacks announced did not take place, although the enemy were very restless, to-day. 13th Sept. Enjung, on the north coast, has hoisted the flag; state of health unchanged."

The Batavia *Handelsblad* publishes some extracts regarding Atchin affairs from the Colonial Report for 1874, lately made public in Holland; one of these extracts bears upon the letter from the British Government to the Sultan of Atchin conveyed to the latter place in the *Thalia*. It is stated therein that the Straits Government intended at first to despatch this letter by a Dutch man-of-war, but gave up the idea on its being pointed out that this would give rise to misconceptions. As to the delivery of the letter, the Report says:—It was not until hostilities were again in full course that the *Thalia* arrived with it in Atchin roadstead. The commanding officer of the 2nd expedition agreed with the coumander of the *Thalia* for its conveyance to the enemy's camp by an Arab. The latter afterwards brought word that the Sultan, after having read the letter, declared that he did not remember having addressed any application for protection to the British.

Commercial Report.

(For dates see first page.)

IMPORTS.

HANKOW.—The market had been extremely dull.

SHANGHAI.—There had been little if any change in the market, which had continued very quiet throughout the interval.

FOOCHOW.—No business reported. Quotation for Lead $8.25 per picul.

HONG KONG.—The market continued quiet and unchanged during the early part of the fortnight, and since the 22nd Sept. no transactions had been reported.

BATAVIA.—There was little of interest to report regarding the market for cotton manufactures. White Dutch Staples continued scarce, prices however, although firm, showed no improvement. English Grey and White Goods were in heavy stock and still very dull of sale. Prints and Fancy Goods were beginning to attract attention. Yarns, both Grey and Coloured, were in limited request.

CANTON.—Lead was firmly held, and for LB $8.30 to $8.35 and WB $8.35 to $8.40 could be obtained. Quicksilver was quoted $200 to $201 per picul.

SINGAPORE.—The dulness in the market recently noticed had continued, and any change in values had been in favour of buyers, while business had been on a small scale.

PENANG.—The market during the fortnight had been exceedingly depressed and business had hardly been practicable, even on the most retail scale.

EXPORTS.

TEA.

KIUKIANG.—*Black*: The equivalent of 5,456 chests had arrived, and 1,100 chests been settled at Tls. 19 for Hohow and Tls. 14.2.5 to 17.7.5 for Ninchows. Total arrivals, 172,146 chests. *Green*: Fifty-four chops, say, 18,910 half-chest, had gone to Shanghai on native account. The excess in export was partly accounted for by adverse weather detaining last year's arrivals. Total arrivals, 58,200 half-chests.

HANKOW.—A fair business had been transacted at unchanged values. Buying had been principally on Russian account.

AMOY AND TAMSUI.—Oolongs had been considerably dealt in, and statistics were—Arrivals 147,600 half-chests, settlements 107,800 half-chests and stock 39,800 half-chests. With the reduction in stock, Teamen had in many instances demanded and obtained an advance of $2 to 3 per picul, but at the close the market was quiet and weak. The steamer Glenfinlas was loading for New York at £5 per ton of 40 feet, and the s.s. Galley of Lorne was expected for the same destination. Latest advices from Tamsui report a steady business at about previous quotations.

FOOCHOW.—A steady demand had existed for Congous, and the settlements of these and Souchong Teas had been upwards of 74,000 chests; prices had had an upward tendency and ordinary to good flavoury grades, were quoted half a tael higher. A fine string of Ooloongs had been taken for the American market but the price paid had not been reported.

CANTON.—Messrs. Deacon and Co.'s Report says: During the fortnight there has been more eagerness displayed to be interested in Tea than for some time previously. Holders have become very firm, and demand advanced rates, in view of the extensive purchases of raw leaf made for the preparation of Teas under contract, and now there is little available pending the arrival of further supplies.

SILK.

SHANGHAI.—Towards the close of last P. and O. mail an advance of Tls. 5 on Red Peacocks was paid, which encouraged the Chinese to look for higher rates; and a brisk inquiry having since been kept up, had led to an advance in values generally on Tsatlees of fully Tls. 20 on market sorts, and Tls. 10 to 15 on known chops. The latest sales comprise:—Gold Lion, Nos. 1 and 2, at Tls. 370 and Tls. 350; Dragon, Nos. 3 and 3½, at Tls. 380 and 355; Chin Jan, at Tls. 337½; Cock and Worm, Nos. 3, 3½, and 4, at Tls. 382½, Tls. 357½ and Tls.325; and Monster chops, Kahings, at Tls. 305 for Pangling, and Tls. 275 for Loeyling. Settlements for the fortnight, Chinas, 7,500 bales. Total settlements since 1st June, 39,000 bales; against 1873-4, 27,500 bales; 1872-3, 33,500 bales. Comparative unsold stock, 1874, 12,000 bales; 1873, 8,500 bales; 1872, 8,000 bales.

CANTON.—Messrs. Deacon's Circular says:—In spite of the continued adverse accounts of the market, a fair demand existed here prior to departure of last French mail, and settlements, chiefly destined, for France and the Continent, amounted to 280 bales. During the last week only 140 bales are said to have been purchased. Fine Tsatlees are very scarce, and as the fourth yield is a failure, as f ar as clean thread and general quality are concerned, there is little prospect of a decline in rates. Receipts have been nearly on a par with settlements, and stocks remain at about 2,500 bales.

THE "CITY OF PEKIN."—A cable despatch received at New York, Oct. 26, from Rio Janeiro, says the steamer *City of Pekin*, when one day out from New York for San Francisco, lost one of the blades of her propeller, and on the twelfth day out lost another blade. She put into Rio on the 19th ult., otherwise all well. She was supplied with duplicate blades, and also a cofferdam to use in replacing her blades, and she may possibly be detained there from ten to fifteen days. She left Sandy Hook on Monday, Sept. 28, at 8.45 A.M., and with the loss of the blades, as above, made the run to Rio, over 5,000 miles, in about twenty days. The steamers *City of Pekin* and *City of Tokio* are each insured for $750,000 in gold.

☞ *For Mail Shipping, Births and Deaths, Shipping Postscript, &c., see pp. 753-6.*

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, NOV. 9, 1874.

OUR NAVAL AND MILITARY FORCES IN CHINA.

IN our last issue we made a few brief remarks on the subject of our naval forces in China, and this matter, at all times an important one, is of such grave moment in the existing condition of affairs in the Far East that we make no apology for recurring to it at the earliest possible opportunity, for we cannot too earnestly impress upon the authorities the necessity for the immediate and careful consideration of it. We have already mentioned that on a recent occasion, when vessels of war would have been extremely useful, Hong Kong could boast of but one gunboat lying in its waters, and on referring to a shipping list of about the same period we learn that the men-of-war lying at Shanghai were the U.S. corvette *Monocacy* (1,370 tons, ten guns, and 155 men), the French corvette *D'Estrées* (750 tons, six guns, and 150 men), and the British gunboat *Thistle* (465 tons, four guns, and seventy-three men). Thus we find that at the two most important depots of our trade in the East, and at a somewhat critical period, too, the British flag was represented by a couple of gunboats. We can only suppose that the naval Commander-in-Chief does not feel himself justified in detaching more vessels for the protection of those ports, but we submit that this ought not to be the case, and that the number of vessels at his disposal ought at once to be so strengthened as to enable him to maintain both at Hong Kong and at Shanghai a force adequate to cope successfully with any eventuality that may arise. Furthermore, at any rate until the difficulty between China and Japan is finally settled, each of the Consular ports on the seaboard of China ought to be protected by the presence of one or more vessels of war, and at all times our flag ought to be well and efficiently represented on the Great River, where the three British communities occupy a peculiarly isolated and helpless position. The force which we deem to be necessary on the China station is required not only for purposes of protection in cases of emergency, but also to repress piracy, to keep our own *mauvais sujets* in order, and to maintain our *prestige* generally. Of late years far too little heed has been given to these matters, and, thanks to the wretched cheese-paring policy of the late Government, our countrymen in the Far East have had to be grateful for very small mercies indeed, but now, under a new Administration, we hope for better things on their behalf. And in this connection, being fully impressed with the desirability of our always having a powerful fleet in the China seas, as the only means of protecting British life and property, we would urge upon the Government the advisability of withdrawing the military force now maintained at Hong Kong, and of concentrating the whole of our expenditure for naval and military purposes in China upon our naval forces alone. We have weighed the matter well, and we cannot perceive that any advantage at all accrues to us from maintaining, at a vast expense, a regiment of the line at Hong Kong, while the disadvantages of so doing are painfully obvious. The maintenance of a garrison there in the early days of our possession of the island was, doubtless, a wise measure, but the condition of affairs is now entirely altered. The presence of the garrison is no longer required for the local government of Hong Kong, and it is a great injustice to impose on the colony a contribution of £20,000 per annum for a force kept there for Imperial purposes. In the absence of any real work the intemperance and immorality, which are but too widely prevalent among the soldiers, are a standing disgrace to civilisation, and tend to degrade us in the eyes of the Chinese.

From official statistics we find that there are 847 non-commissioned officers and men of the 80th Regiment in the colony, and it is notorious that the Hong Kong jail has at times no less than *forty* soldiers confined within its walls; that is to say, one man out of every twenty-one is locked up at one and the same time for some offence against the laws! The Army Education return shows that out of these 847 non-commissioned officers and men only 223 held certificates of any kind, and those principally of the lower grades, and the issues from the garrison library during 1873 show a decrease of more than fifty per cent.; both these facts clearly demonstrate that there is a sad lack of desire for healthy mental recreation among the troops, and as they must do something, they yield themselves up to vices fostered by the climate. The sooner these men are permanently withdrawn the better; they are of no earthly use in their present position, and they are simply ruining their constitutions, and bringing the names of Britons into bad repute. It would be wise to maintain at Hong Kong a small number of men from the Engineers and Artillery—under specially chosen officers. Troops of the line and a regular garrison are utterly useless—nay, worse than useless,—for Imperial and local purposes, and the money at present expended on their maintenance would be far more efficaciously spent on increasing our naval force on the station, and the £20,000 which would be at the disposal of the local Government could be expended on the police to far better advantage. If any trouble takes place at Canton or elsewhere, what do we do? and of what practical use is the garrison of Hong Kong? We need hardly tell our readers that what has been facetiously styled in the home newspapers "the inevitable gunboat," with its small complement of blue-jackets and marines, is sent to settle the disturbance, but the Hong Kong garrison stops at home, and goes through its routine drill as usual.

THE WAR IN ATCHIN.

"GENERAL VAN SWIETEN has written a letter"—*grandis et verbosa epistola*—and in that letter he assures us that the military object of the second Atchin expedition "has been completely accomplished." The Kraton has been captured and fortified, *with a view to* the subjection of the country. That the Kraton has long been in the possession of a Dutch garrison we do remember to have seen somewhere stated already, so that except to remove doubts among his own countrymen, General VAN SWIETEN need not have taken the trouble to inform the world on that score. But that the reduction of a single fortress on the Atchinese Coasts was the complete object which the second expedition had in contemplation we confess is news to us; and we cannot but hold that if this object has been so "completely" accomplished, the authorities at the Hague dealt but hardly with their late Commander-in-Chief when they superseded him. The fact is, that what the Dutch meant when they sent forth their deliberately-equipped and carefully-prepared forces against the Atchinese last year was effectually to subjugate that nation, if they could. They were not as successful as they hoped to be, and as, with a little more dash and military skill, they doubtless might have been; but no Ministerial declarations, no Parliamentary or newspaper eulogiums, no, not even a letter from General VAN SWIETEN, will ever convince us that Holland would not have pushed her victories further if she only had had the power. VAN SWIETEN, indeed, lets this out himself when he describes the Kraton as having been occupied "with a view to the subjection of the country." General VAN SWIETEN is not the greatest military genius of the age—some unfriendly critics even refuse to allow his claims to the second place—but when we consider that modern artillery and appliances were arrayed against ill-equipped and ill-disciplined Asiatics, and that the Dutch had command of the sea, and a convenient base of operations, we certainly expected to have seen their General accomplish more than the occupation of an already abandoned fort, and that when he found his re-

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sults so meagre he would have wisely abstained from courting criticism by publishing a weak apology for his want of success.

But if, turning from Dutch party politics and newspaper campaigns at home, we cast our eyes towards the theatre of the lingering war, we find our efforts to discover the real position between the contending parties as fruitless as VAN SWIETEN'S triumphs. The world has almost forgotten the Atchinese and their difficulties; and hence the news supplied us from the neighbourhood of the war has become more scanty and unfrequent from month to month. This much, however, seems certain, that the chieftains who formerly supported Atchin, but whose territories are accessible from the coast, have one by one come to terms with the Dutch, and made an unwilling and untrustworthy submission. But inland, in the mountainous districts, over, in fact, by far the greater portion of the Atchinese dominions, the native populations seem to be still wholly unsubdued. We do not know where the main body of the Malay forces are, nor whether they are well armed, and in unbroken health and spirits. In the absence therefore of such essential information, it would be mere rashness to hazard conjectures as to the probable termination of hostilities, or as to what we may expect when the rains are at an end.

The Dutch make no signs of sending out reinforcements; and perhaps they hope, therefore, that the Atchinese—for lack of rice—will soon be starved into submission. If this result is likely, peace will be re-established at less pecuniary outlay than the resumption of active hostilities would involve. But unless the Netherlands Government have good reason for knowing that want of supplies will quickly bring their enemy to terms, we cannot but blame them for pursuing a line of action—or rather inaction—the most expensive to themselves in the long run, the most cruel to the native population, and the most injurious to trade. "The incorporation of the country," says General VAN SWIETEN, "will lead to the civilising of the Atchinese." Perhaps it will—though the example furnished by Java does not inspire us with complete confidence in Dutch civilisation—but if that is the desirable end in view, "incorporate" the country without inhumane and mischievous delays. The Atchinese are doomed: sooner or later they must come under the rule of Holland; but the hesitating policy of the Dutch military leaders is only encouraging their unfortunate enemies in prolonging the resistance, and involves all the non-combatant inhabitants in the miseries of a needlessly-protracted war. The ends of civilisation are best attained by quick decisive blows, which close the strife at once, before war has become chronic, and before a deep-rooted rankling hostility has had time to grow up. As the case now stands, there seems to be a sort of dead-lock, most detrimental to all parties who have an interest in the affairs of Atchin. The Dutch are spending money to maintain a small body of troops in an unhealthy fortress and gunboats along the coast, without any return for their outlay; the Atchinese are kept at bay in the mountains to the utter neglect of cultivation and trade; while the foreigners in Penang and elsewhere who used to buy the Sumatran pepper and distribute it all over the world find their profits cut off, their agents and *employés* thrown out of work, and their useful occupation stopped. And yet General VAN SWIETEN writes to inform the public that "there has been no disappointment!"

A LATE return from Hong Kong gives the number of persons in the jails at 270 Chinese, and fifty-seven Europeans, mostly soldiers of the Hong Kong garrison. This is a very large reduction on the numbers committed in former years, and speaks well for the precautionary steps taken by the Government and the wisdom of the magistrates in disposing of cases brought before them. Considering that the Chinese population of Hong Kong is over 100 000, the proportion of criminals is more apparent. We know quite well that the capacity of the Chinese to commit acts of robbery and piracy is limited only by the chances of detection and punishment. No doubt this class has had large accessions since the abolition of the Macao coolie trade to Peru and Cuba. The reduction is really more surprising to us when we remember a visit that we made to these buildings in 1869, and found them so admirably clean and comfortable that they far surpassed in comfort any coolies' mat shed, and it was quite feasible that many a half naked and hungry coolie would only be too glad to get into such quarters. Should the decrease in the number of prisoners continue we presume that the jail on "Stonecutters' Island," in the harbour of Hong Kong, will be abandoned or turned to some more profitable use.

THE preliminary steps for the formation of a society to oppose the opium traffic have been taken. The old spirit of philanthropy which existed in the days of WILBERFORCE may have been slumbering of late, but it is far from dead, and the opportunity to show itself with all the old force is presented by this movement now on foot against the opium trade. We notice in connection with the movement the names of EDWARD PEASE, JOSEPH STURGE, DONALD MATHESON, General ALEXANDER, Dr. LOCKHART, and Rev. JAMES LEGGE; while the Secretary is the Rev. F. S. TURNER, late of Hong Kong.

IN our last issue we reported that the *Egeria*, a sloop of four guns, had been commissioned for the China station. We have now to notice that the *Fly*, a gunboat of four guns, is to be brought forward for the same station. We trust that the Lords of the Admiralty will see the advisability of giving all vessels appointed to the China station an increased complement of marines.

IT will be seen by reference to the telegrams that our views regarding the probable settlement of the Formosa difficulty have been confirmed. There will be no war. The sum of 500,000 taels is to be paid by China upon the understanding that the Japanese troops are withdrawn from Formosa.

HIS Excellency SANO, the Japanese Minister at Vienna, with Baron VON SIEBOLD and suite, proceed by the present mail. We understand that H.E. SAMESHIMA, the Minister in Paris, will shortly return to Japan. The new German Minister for Japan also proceeds to Yedo.

WE understand that the Borneo Company have sent out an engineer and staff to the coal mines at Lingga, in Borneo, in order to make a thorough examination as to their capabilities. In the meantime the P. and O. Company are testing the coal for steam purposes.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, Sept. 15, Paris (str.); Oct. 30, Glenfalloch (str.); from New York, 17, Mary Whitridge.

At HONG KONG and CANTON.—From London, Sept. 12, Glenartney (str.); from Liverpool, 13, Antenor (str.).

At SINGAPORE.—From London, Sept. 19, Malacca (str.); 20, Cawdor Castle (str.); 28, Hong Kong (str.); from Liverpool, 30, L. J. Enthoven; from Cardiff, 18, Amstel; 21, Kennemerland; 30, Henrietta Adriana; from Hamburg, 30, Psyche; from Shields, Oct. 1, Milton (str.); from London, &c., previous to Nov. 1, Glenearn (str.), Normandy (str.); Dewa Gungadhur.

At BATAVIA.—From Newcastle, Sept. 15, Johanna and Willem; from Cardiff, 23, Oriana; from Holland, 26, Java (str.); from New York, 16, Bonito; from Buenos Ayres, 21, Kurrachee; 24, Petunia; Oct. 28, from Amsterdam, Telamak; at New York, previous to Nov. 7, County of Ayr, from Sourabaya; Criterion, from Manila; Andromeda, from Batavia; John C. Worcester, from Shanghai.

At PENANG.—From London, Sept. 25, Hong Kong (str.); previous to Oct. 30, Sylvia, Deucalion.

At MANILA.—From Tyne, Oct. 28, Sorsogan (str.) (?); from Liverpool, Aurrera.

DEPARTURES.

From YOKOHAMA.—For New York, Sept. 25, Sydenham and Contest.

From SARAWAK.—For London, Sept. 13, Cora Linn.

From SHANGHAI.—For London, Sept. 11, Diomed (str.); 15, Borealis; 17, Duke of Abercorn; for New York, 15, Glenfinlas (str.).

From FOOCHOW.—For London, Sept. 13, Lotus (str.); 16, Diomed (str.); 17, Glengyle (str.), Eliza Shaw.

From HONG KONG and CANTON.—For London, Sept. 19, Diomed (str.); for Southampton, 12, Mirzapore (str.).

From HIOGO.—For New York, Sept. 28, Ambassador.

From SINGAPORE.—For London, Sept. 19, Mirzapore (str.); 22, Buenaventura (str.) (via Cadiz); 22, Cameo; 25, Lotus (str.); 28, Diomed (str.); 29, Glengyle (str.); for Channel, f.o., 21, Warden Law; for New York, 19, General Scott; 19, Duna (str.); 23, St. Bernhard; 28, Glen-

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finlas (str.); Oct. 30, Galley of Lorne (str.); for Glasgow, Oct. 29, Ringdove.

From BATAVIA.—For Channel, f.o., Sept. 23, Georges Ville; for Holland, 24, Madura (str.); 26, Aeolus, Noach II., Triton.

From PENANG.—For London, Sept. 21, United Service (str.); Oct. 2, Hope; 3, Verulam.

VESSELS LOADING.

At SHANGHAI.—For London, Antenor, (str.), Woodlark; for New York, Galley of Lorne (str.), Wemyss Castle.

At FOOCHOW.—For London, Argonaut, Thyatira, Hawkesbury, for New York, 21, Taitsing.

At HONG KONG and CANTON.—For London, Melbrek, Beautiful Star, Ardent, Falcon; for New York, Everhard, San Juan, Omega, Lathley Rich, Sir Harry Parkes.

At SINGAPORE.—for Liverpool, Akbar, Clandine; for New York, Anna T.; for Boston, Western Chief.

At PENANG.—For London, H. W. M., Mary Nelson.

FREIGHTS AND CHARTERS.

At SHANGHAI.—To London, rates for steamers are, £3 10s. per ton of 40ft., and for sailing vessels £3 10s. per ton of 50ft.

At FOOCHOW.—To London, £3 10s. for steamers and sailing vessels, per ton of 40ft. and 50ft. respectively.

At HONG KONG and CANTON.—To London and New York, £2 17s. 6d. to £3, and £2 5s. to £3 per ton of 50ft. and 40ft. respectively.

At SINGAPORE.—For Liverpool, cargo in good supply at £2 10s. to £2 15s. dead weight, and £3 to £3 15s. light freight, but for London cargo is less plentiful, the last vessel had to fill up with dead weight at £2 5s. per ton.

At BATAVIA.—To Channel f.o. £3 12s. 6d. to load at the Eastward; to Rotterdam f77.50 coffee, f62.50 rice, f55 sugar, f110 hides.

At PENANG.—A fair amount of tonnage is offering at previous rates.

FREIGHTS BY TELEGRAM.

Steamers 70s., Shanghai and Foochow. Sailing vessels 60s. to 70s.

SHANGHAI, Nov. 6.—The Licerne and her cargo have been sold for 560 taels.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Sept. 8	Faisle	Macao	London
„ 9	Janet Ferguson	Manila	Boston
„ 10	Silistria	Monte Video	Batavia
„ —	Castine	Passaroeang	Boston
„ —	Tim Whiffler	Ilo Ilo	London
„ 14	Bonito	New York	Batavia
„ 17	Jessie McDonald	Macao	London
„ 18	Belle Justine	Monte Video	Bangkok
„ —	J. C. Munro	London	Hong Kong
„ —	Caranjah	Hamburg	Hong Kong
„ —	Phillips	Boston	Do.
„ —	Denbighshire	London	Yokohama
„ —	A. K. Laurel	Do.	Do.
„ 19	Velox	Cardiff	Amoy
„ —	Golden Spur	Macao	London
„ —	Amadine	Cheribon	Falmouth
„ —	Odin	Do.	Do.
„ —	Lammershagen	Do.	Liverpool
„ 20	Hazard	Passaroeang	Boston
„ —	Calcutta	Ilo Ilo	Sandyhook
„ 21	Flying Spur	Manila	New York
„ 24	Nuevo Lantaro	Singapore	Barcelona
„ —	Escort	Do.	Boston

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.	4s. 2¼d. to 4s. 2½d.	4s. 2½d.	4s. 2¾d.
Shanghai „	5s. 8¾d. to 5s. 8⅞d.	5s. 9⅛d.	5s. 9⅜d.
Canton „ / Hong Kong „ / Macao „	4s. 1⅞d.	4s. 2d.	4s. 2⅛d.
Singapore „	4s. 2⅛d.	4s. 2⅜d.	4s. 2⅝d.
Manila „	4s. 0d. to 4s. 0¼d.	4s. 0¼d. to 4s. 0½d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 306 to 306½	221
„ Hong Kong	27½ to 27¾ dis.	—
Bar silver	Tls. 111.3.0	9¾ prem.
Mexican dollars	„ 74.0.5	1 prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 7 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 45 per cent. discount.
China Traders' Insurance Company, $650 premium.
Hôtel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 6 per cent. premium
Hong Kong Fire Insurance Company, $330 prem.
Union Insurance Society (new shares) $60 premium.
China and Japan Marine Insurance Company, Tls. 85 per share.
China Fire Insurance Company, $33⅓ premium.
Victoria Fire Insurance Company, $22 premium
Indo-Chinese Sugar Company, 9½ per cent. dis.
Shanghai Steam Navigation Company, Tls. 91 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9½d., at Hong Kong 4s. 2½d., at Batavia F.11.75, at Manila 4s. 0½d., at Singapore, 4s. 2¾d.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company	Tls.500	Tls.500	Tls.205	4 p.c.
Shanghai Gas Company	100	100	145	12 p.c.
Shanghai S.N. Company	100	100	90	12 p.c.
S. Tug and Lighter Company	850	850	600	12 p.c.
French Gas Company	50	50	70	11 p.c.
Hong K. Fire Insurance Co.	$1,000	$200	$525	12 p.c.
North China Insurance Co.	Tls.1,000	Tls. 300	Tls.360	trien.
North China Steamer Company	100	100	10	
Union S.N. Company	100	100	17	12 p.c.
Yangtsze Ins. Association	500	500	655	15 p.c.
Union Insurance Society	$5,000	$1,000	nom.	trien.
China Traders Co. (Limited)	1,000	1,000	1,700	$250.p.sh
China and Japan Marine Ins. Co.	Tls. 500	Tls.100	Tls.81	12 p.c
Victoria Fire Insurance Co.	$500	$100	$120	12 p.c.
China Fire Insurance Co.	500	100	131	12 p.c.
Hongkew Wharf Co.	Tls.100	Tls.100	Tls.117	12 p.c.

LATEST TELEGRAMS.

SETTLEMENT OF THE FORMOSA QUESTION.

SHANGHAI, Nov. 8.—The difficulty between China and Japan created by the Japanese expedition to Formosa has been amicably arranged. China pays Japan an indemnity of 500,000 taels, in consideration of which the Japanese troops will evacuate Formosa.

THE MAILS.

PRESENT INWARD MAIL.—BRINDISI, Nov. 5.—The P. and O. Company's steamer Sumatra, with the homeward India and China mail, arrived at 7, and the mail left at 9 P.M. for London.

HEAVY PORTION OF PRESENT INWARD MAIL.—PORT SAID, Nov. 2.—The P. and O. steamer Mongolia, with the heavy Indian and China mail, left here to-day, and may be expected at Southampton on or about the 15th inst.

NEXT INWARD MAIL.—SUEZ, Nov. 2.—The Messageries Maritimes steamer Amazone, with the inward French mails from China and Japan, left here to-day for Port Said and Marseilles, at which latter port she may be expected on or about the 10th inst.

INWARD MAIL DUE NOVEMBER 30.—GALLE, Nov. 6.—The Messageries Maritimes steamer Ava, with the inward French mails from China and Japan, left here to-day for Aden.

OUTWARD MAIL OF OCT. 30.—SUEZ, Nov. 6.—The P. and O. Company's steamers Teheran and Peshawur left here at 11 A.M. to-day, for Bombay and Calcutta respectively, with the outward India, China, and Australian mail of 22nd-30th ult.

OUTWARD MAIL OF OCT. 23.—PORT SAID, OCT. 31.—The Messageries Maritimes steamer Sindh from Marseilles, Oct. 25, arrived here to-day.

OUTWARD MAIL OF OCT. 9.—GALLE, NOV. 3.—The Messagerie Maritimes steamer Meikong from Marseilles, 11th Oct., left here to-day for Singapore.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Nov. 5, at London, from Manila, &c., Amboto (str.); at Falmouth, from Batavia, Holland (str.); 6, at Kingroad, from Akyab, Guinevere; 7, at London, from Singapore, Empress; from Penang, Aldebaran; 8, Hannah and Mary; 7, at Falmouth, from Akyab, T. D. Marshall; 9, Golden Wave, Antioco Accame; from Java, Nevada; at New York, from Padang, Rosina; off Dungeness, from Batavia, Constance.

DEPARTURES.—From Texel, for Batavia, Anna and Sophia; from Cardiff, for Batavia, Sapphire; from Shields, for Galle, Angelsey; Nov.—from Amsterdam to Batavia, Ida Gertruida; 5, from Cardiff to Singapore, Terrell; 6, from Liverpool to Hong Kong (*via* Swansea,) Harwich. Oct. 22, from San Francisco to Shanghai, Northampton; 24, from Boston to Hong Kong, Mount Washington. Nov. 6, from London to Singapore, China, &c., Glenroy (str.); 7, for Hiogo, Gaucho.

SPOKEN.—Golden State, New York to Shanghai, 30 days out; Nederland en Oranje, Saigon to Rotterdam, Oct. 4, 25 N., 35 W.; County of Ayr, Batavia to New York, Aug. 23, 34 S., 27 E.

At PORT SAID.—Nov. 5, Menelaus (str.), from Liverpool, to Singapore, China, &c.

CASUALTIES.—The Glenavon (ship), for Singapore, was signalled, Oct. 19, in lat. 40 N., lon. 12 W., with maintopmast and all gear apparently gone. Advices from Rotterdam, Nov. 5, state that the Java packet Traphan arrived at Batavia from Amsterdam, Nov. 3, with damage to forepart of vessel and rigging. Advices from Stornoway, Nov. 2, announce that portions of the Maju, consisting of deck, planks, three masts, sails, &c., very much damaged, have been saved, the hull of the vessel is not visible, but is supposed to be a short distance from the shore. New York, Oct. 23, The David Brown, Colcord, from Liverpool to Singapore, which vessel arrived at Rio Janeiro, Sept. 8, and proceeded on the 16th, had put in there with cargo heated. Amsterdam, Nov. 7.—The Constance (Dut. ship), Kimmaer, from Java, has gone ashore at Egmond. Malta, Nov. 6.—The Lotus (str.), Castle, from Shanghai, to London, has put in here with loss of blades of her propeller; the damage will be repaired on the hydraulic lift, and it is expected she will proceed to-morrow.

MISCELLANEOUS.—At Port Said, Nov. 6, Brisbane (str.), from Glasgow, to Singapore; Hankow, (str.), from London, to Singapore, China, &c.; 8, Chyebassa, (str.), from London, to Colombo, &c. At Suez, Nov. 8, Mecca (str.), from Singapore, to Marseilles; Antenor, from China, &c., to London. At Aden, from London, for China, Nov. 4, Lyeemoon. Advices from Havre, Nov. 5, state that the Conrad (str.), Ridder, from Texel and Southampton, to Java, grounded in the Suez Canal, but there was every reason to believe that she would get off and proceed for her destination. The Antioca (Ital. barq.), from Singapore to the Channel, was spoken Oct. 15, in lat. 33 N., lon. 39 W., short of coals and firewood.

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BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

CAMPBELL—On the 6th Nov., at 17, Talbot-road, Bayswater, the wife of James Duncan Campbell, of a son.

FAIRBAIRN—On the 23rd Sept., at Hong Kong, Mrs. John Fairbairn, of a daughter.

HAGEDORN—On the 19th Sept., at Singapore, the wife of Egmont Hagedorn, of a daughter.

HAYNE—On the 3rd Nov., at Paris, the wife of Arthur Nevill Hayne, 57th Regiment, Colombo, Ceylon, of a son.

MOLLER—On the 22nd Sept., at Bangkok, Siam, the wife of Julius Moller, of a son.

STEAINS—On the 4th Nov., at Berkeley House, Nightingale-lane, Clapham-common, the wife of Arthur Steains, of a son.

TOWSE—On the 1st Nov., at Notting hill, the wife of J. Wrench Towse, prematurely, of a son, who only survived his birth three hours.

MARRIAGES.

DICK—MCEWEN.—On the 14th Sept., at St. Paul's Presbyterian Church, Westbourne-grove, by the Rev. Walter Morison, D.D., James C. Dick, of the North-Eastern Bank, Newcastle-upon-Tyne, to Roberta, youngest daughter of the late Robert McEwen, of Singapore.

RAWSON—BROOKE.—On the 4th Nov., at Sibton Church, by the Rev. W. H. Empson, uncle to the bridegroom, assisted by the Rev. W. Bromley, vicar of the parish, and the Rev. C. E. Brooke, William Henry Rawson, jun., only son of W. H. Rawson, Mill House, Halifax, to Frances Jane Brooke, eldest daughter of J. W. Brooke, Sibton Park.

WINTON—JAMIESON.—On the 7th inst., at Calcutta, John Jamieson Winton, Esq., Hong Kong and Shanghai Banking Corporation, to Mary Ann, eldest daughter of Captain Jamieson, P. and O. Steam Navigation Company, of Holly Lee, Dumbartonshire.

DEATHS.

GIBSON—On the 23rd Sept., at Hong Kong, G. S. Gibson, chief officer of the steamer *Poyang*.

GLENNIE—On the 1st Nov., at 7, South-street, St. Andrew's, Fife, N.B., Mrs. Harriet Cook, widow of the late Rev. John Glennie, Minister of Dunnottar, in her 88th year.

MCCUNN—On the 30th Oct., at Clydesdale House, Brighton, Sussex, Archibald McCunn.

MOSES—On the 24th Sept., at Singapore, Johannes M. Moses, aged 75 years.

REE—On the passage from Batavia home, Mr. Theodor Ree, formerly of Singapore.

SMITH—On the 8th Nov., at South Norwood, Rev. William Joseph Smith, M.A., Oxon, British Consular Chaplain at Foochow 1858 to 1863, second son of the late Captain Timothy Smith, H.C.S., aged 46.

Miscellaneous.

MANUFACTURING INDUSTRY IN AUSTRIA.

Austria has been making progress in many branches, but as yet the quality of the work she turns out has scarcely kept pace with the increase in its quantity. One advantage she has, or believes she has. Her work and materials are at least what they profess to be, although in texture and finish they may be somewhat inferior. Such as their work is, they think it should suit Orientals, especially if they can afford to undersell their competitors. They believe that the Eastern export trade—that of China, for instance—is susceptible of great development, and they believe, too, that designers in some of these semi-Oriental provinces can better understand and provide for Oriental tastes than the weavers and spinners of Lancashire or New England. Looking at it from that point of view, the Exhibition they have just opened ought to be of great advantage to Austrians anxious for practical information. They will learn exactly what are the wants, tastes, and means of probable customers. By examining the samples of Eastern manufactures that will be shown, they may obtain frequent hints which their superior intelligence will improve upon. We have adverted to China, and we may take it as an example, both because of the almost boundless extent of a field which, as yet, has been but little *exploité*, and because, as we understand, the Chinese collection that is exhibited now is the same we had an opportunity of examining last year. That collection was formed by the Chinese Government in answer to a request of the Austro-Hungarian Minister, and information with regard to it was freely given by European *employés* in the service of China. It was made up of contributions of exports from fourteen ports; while Shanghai, which is the principal of them so far as foreign imports are concerned, showed a complete collection of imports as well. There you might inspect the piece goods that were most generally in demand; and you learned, by application to European officials in the Chinese Custom service, all about the classes of customers who bought them. The Chinese wear more clothes than the natives of British India, the average temperature of the Empire being lower and the winters being rigorous in some of the provinces. But it is the well-to-do part of the population who have hitherto been the largest buyers of foreign goods; the peasants and farmers generally raising cotton of their own, and either spinning garments for themselves or bartering the raw produce for them with their neighbours. Still, as the demand for foreign goods is increasing every year, it is assumed that the people are gradually being won from that primitive system by the superior attractions of foreign novelties. Hemp, again, is as much a staple article of cultivation in China as in Austria, but Chinese hemp is so decidedly inferior that it might remunerate the Austrians to export for finer purposes. We might go on multiplying details and illustrations: we might run in the same way over the collections exhibited by other Eastern countries, and especially by Austria's Ottoman neighbours on the Danube. We might dwell on that picturesque side of the show, which the general public will be most apt to appreciate; on the unfamiliar articles that are applied to the oddest and most unlikely purposes; on the curious specimens of arts that have flourished from time immemorial, often triumphs of patience, skill, and ingenuity, and especially profitable as studies for the Viennese, who are themselves celebrated for their ornamental and decorative manufactures. But perhaps we have said sufficient to indicate the value and purpose of the exhibition.

THE AUSTRALIAN MAIL SERVICE.

In a letter to *The Times* "An Australian Merchant," referring to some complimentary remarks made by a Victoria correspondent of that journal upon the efficiency of the P. and O. service, says:—"However much pleased Victoria may be with the excellent and regular conduct of her mail service, it is unfortunate that at the moment New South Wales correspondents have reason to be singularly dissatisfied with the P. and O. Company's performance this month. For instance, the mails from Sydney *viâ* San Francisco (and carried by a colonial steamer belonging to the Australasian Steam Navigation Company) left Sydney on the 29th of August, and were delivered in London on the 17th of October, in forty-eight clear days. The mails *viâ* Suez and Brindisi by the P. and O. Company, left Sydney on the 4th September, and a very small portion arrived in London on the 26th of October, in fifty-one clear days, or three days over the San Francisco time. But the great cause of complaint is, that although the Victoria and South Australian letters were delivered in London on the 26th of October, the bulk of the New South Wales mails marked *viâ* Brindisi (and for which the extra postage had been paid) was only delivered this morning, November 2, say in fifty-eight days, having from some yet unexplained reason been carried to Southampton instead of being forwarded *viâ* Brindisi. The inconvenience to the commercial community has been very great, as, had these letters been delivered on the 26th, in the usual course, they could have been replied to by the outward mail on Friday last, whereas now there will be a delay of some weeks.

This letter is answered by Mr. Bethune, the Company's secretary, who explains that since New South Wales discontinued contributing to the subsidy for the Suez service the Company's mail steamers have ceased running to Sydney, and the letters have been forwarded by a trading steamer between Sydney and Melbourne. "It would be scarcely reasonable," says Mr. Bethune, "to expect, as your correspondent seems to do, that letters conveyed in this way should be delivered as quickly as by the subsidised San Francisco route, yet on reference I find that it is so, the time from Sydney *via* Suez being fifty days, while hitherto the average *via* San Francisco has been fifty-four days, the delivery in forty-eight days, which has just been accomplished, being quite an exception." The second ground of complaint by "An Australian Merchant" is attributable, in Mr. Bethune's opinion, to the carelessness of the Post-office authorities at the Antipodes.

Monetary and Commercial.

In reference to the discussion on the damaged tea brought over as ballast by the *Gordon Castle* from Lisbon, we have ascertained that the purchaser is bound by Messrs. Skinner and Co., the owners, not to dispose of it for consumption in the United Kingdom. It now lies at the Docks, awaiting ultimate disposal. It is to be regretted that the Dock Company and Customs did not prohibit the landing of this rubbish, and have ordered it to be condemned and destroyed; but it is so well looked after that there is no fear of its coming into consumption.

Tenders for £500,000 in bills on India were received on the 4th inst. at the Bank of England. The amounts allotted were—to Calcutta, £441,800, average rate 1s. 10¼d.; and to Bombay £58,200, average rate 1s. 10¼d. Tenders on all Presidencies at 1s. 10¼d. will receive about 21 per cent. These results show an increased demand for remittances to the East.

The directors of the Hong Kong and China Gas Company (Limited) have declared an interim dividend for the six months ending 30th June at the rate of 10 per cent. per annum, free of income-tax.

On the 4th inst. the Marquis of Salisbury received a deputation, consisting of several leading Manchester merchants and others interested in the trade of India, who urged the repeal of duties on cotton yarns and goods imported into India from this country. After hearing the arguments of the deputation the Secretary of State for India admitted that theoretically the duties could not be justified, but as they brought in £800,000 a year, and as it was not possible to obtain that amount from other sources, they must be maintained for the present. His lordship stated, however, that it was hoped the impost would eventually be abolished, telling the deputation nevertheless that it was not the first on the list to be struck off, as reform was more urgently required in other quarters.

The Eastern Telegraph Company's traffic receipts for the month of October amounted to £32,853, against £29,229 in the corresponding period of 1873; and those of the Eastern Extension, Australasia, and China Telegraph Company (Limited) for the month amounted to £16,584, against £17,586 for the corresponding period of 1873. The Great Northern Company's traffic receipts for the month of October were—this year, f.438,817; last year, f.360,437.

The Bar Silver brought by the West India steamer was sold on the 30th ult. at 57 13-16d. per oz. standard, at which price there was a fair demand; subsequent arrivals of £99,315 slightly depressed the price, and these amounts were placed at 57¾d. per oz., at which rate the market may be considered firm. Mexican Dollars by the French and West India steamers, amounting to about £200,000 in value, have been disposed of, at 56⅜d. per oz., for China.

The Bullion per P. and O. steamer *Khedive*, from Southampton, Nov. 5, was—in gold, to Galle, £2,000; in silver, to Penang, £45,300; to Singapore, £95,600; to Hong Kong, £48,490; to Shanghai, £2,000—total in silver, £191,390.

* Ordered home. † To proceed shortly.

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ARTICLES OF IMPORT.

Business generally has continued quiet, but no alteration of importance has occurred in prices except as regards Coffee, which has sustained a decline, and Tin, which, with a continuance of activity, has advanced.

TEA.

During the past few days the market has ruled extremely quiet, at no change in prices except for common red leafs at 11d. to 1s. 1d. per lb., which show good value, and must be losing at least 5 per cent. to importers. Medium to fine quality tea is running into small compass, and there is a very good prospect for these classes to admit of a material advance when buyers realise the small quantity to meet the requirements to next July; for though Indian leaf has been arriving freely of late, there is a marked scarcity of the kinds at 1s. 8d. to 1s. 11d., the bulk running into the value of 2s. to 2s. 3d. per lb. The following figures give details of supplies to 31st Dec. next, and it will be seen that during the next two months very heavy imports are due. After, however, deliveries will overtake supplies, and during the spring months the stock will be run down to an unusually low point. It is, therefore, clearly to the interest of importers not to force off their teas to a loss.

ESTIMATE OF THE STOCK OF TEA ON 31ST DEC., 1874.

	lbs.
Stock 31st Oct., as per Customs returns	69,480,266
Arrived to 31st Oct., but not included in stock	3,000,000
Cargoes afloat to 1st Sept.	35,000,000
Steamers to leave China during Sept. and Oct., say four per month, of 1,500,000 lbs. each, and arrive before 31st Dec.	12,000,000
	119,480,266
Indian tea to arrive	5,000,000
	124,480,266
Less sailing vessels likely to make longer passages than 120 days	3,000,000
	121,480,266
Two months deliveries, at 15,000,000 per month	30,000,000
	91,480,266
Against last year, on 31st Dec.	97,000,000

SILK.

Messrs. Durant and Co.'s Circular says:—The past month commenced and ended with public sales, with large business in all classes of Silk in the intervening period—considerable speculative buying no doubt, but consumers also supplying themselves freely. During the whole month the course of prices was continually upward, culminating in an advance upon the lowest moment of August of 2s. upon the lowest classes, with 1s. to 1s. 6d. upon the medium and 6d. to 1s. upon the highest. The market during the last few days has been comparatively quiet, but we have no change of quotations. In Japan and Canton Silk the stocks are smaller than for the last three or four years.

Messrs. Kilburn, Kershaw and Co. report that since the public sales last week the general market has become quieter, but without any alteration in prices. It is not surprising, however, that buyers should now pause after their large purchases of the last two months, continued as they have been uninterruptedly. Canton Silk is in demand at 12s. for No. 4 Tsatlees, but so little of this silk has arrived this season that business has been restricted in consequence; the arrivals of "curio" Loong Kongs, which have been especially good, have been readily taken at full rates. Japan Silk is quiet.

Shipping Intelligence.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Oct. 28	Sumatra (s.)	Raison	Java	Southampton
27	Bristolian	Morgan	Singapore	Newport
	Selimo	Dick	Do.	Penarth
16	Malay	Clough	Hong Kong	San Francisco
16	Endeavour	Warland	Anjer	New York
28	Gunga (s.)	Wilson	Singapore and Saigon	London
28	Brisbane (s.)	Huddlestone	Singapore, via Cardiff	Do.
29	Calabar (s.)	Hutchison	Singapore and Japan	Do.
30	Zoroya	Hutton	Foochow	Do.
30	Belted Will	Braithwaite	Shanghai	Do.
29	Prosperina	—	Singapore	Newcastle
30	Argo	Humble	Batavia	Sunderland
30	Our Annie	Eden	Singapore	Do.
4	Nett Merrymann	Rollins	Batavia	Rio Janeiro
Sep. 23	Cornelis Smit	Dieper	Do.	Buenos Ayres
26	Mendota	Perry	Do.	Do.
Oct. 30	Sulina	Talmar	Galle	Cardiff
30	Estrella	Gano	Manila	Do.
30	Madagascar	Fehrmann	Singapore	Do.
30	Vanguard	Smith	Do.	Do.
30	Pride of England	Nash	Galle	Penarth
31	Ajax (s.)	—	Singapore, China, &c.	Liverpool
31	Loochoe	—	Sourabaya	Do.
31	Cleopatra	—	Singapore	Do.
31	Gloamin	—	Galle	Do.
31	Castria	—	Hong Kong	Shields
30	McNear	—	Do.	Newcastle
29	H. Hickman	Smith	Galle, via Newport	London
31	Hampton (s.)	McOutry	Java	Southampton
Nov 2	Mutlah	—	Singapore	Newcastle
Oct. 30	Hadda	Lund	Wladiwostock	Copenhagen
Nov 4	C. Hickmann	Tingley	Galle, via Newport	London
4	Elcanor	Jobson	Hong Kong	Do.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Oct. 30	Duke	White	Singapore	London
30	Irrawaddy (s.)	—	Bassein	Do.
	Menshikoff	Bannister	Hong Kong	San Francisco
30	Sultan (s.)	Owen	Colombo, &c.	London
Nov 1	Bayonnaise	Germain	Java	Falmouth
Oct. 30	Prinses Amalie (s.)	—	Do.	Texel
30	Jason (s.)	—	Do.	Do.
Nov 2	Claudia	—	Rangoon	Liverpool
4	Hector (s.)	Bewlay	China, &c.	London
	Dharwar	Freebody	Zebu	San Francisco
4	Harrowby	Kershaw	Rangoon	London
4	Kildonan	—	Do.	Liverpool

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Scotland. For Singapore, Hong Kong, Yokohama, Hiogo, and Nagasaki: Min. For Penang, Singapore, Hong Kong, Yokohama, Hiogo, and Nagasaki: Montgomeryshire. For Singapore, Hong Kong, and Shanghai: Fleurs Castle. For Colombo, &c.: Cheops, Navarino, Capella, Sultan.

SAILING VESSELS.—For Yokohama and Hiogo: Walton. For Yokohama: Annie Braginton. For Hiogo: Gaucho. For Shanghai: Deerhound. For Hong Kong: Ceylon, Osaka, Rollo. For Hong Kong (via Antwerp): Sophie. For Chefoo, Tientsing, and Newchwang: Ousuri. For Penang: Glenisla. For Singapore: Kingdom of Saxony. For Colombo: Seafield.

At LIVERPOOL.—For Yokohama and Hiogo: Spirit of the Age. For Amoy (via Cardiff): May Queen. For Penang, Singapore, Hong Kong, and Shanghai: Sarpedon (str.), Priam (str.), Patroclus (str.). For Galle: Annie W. Weston. For Singapore and Manila: Leon (str.). For Batavia and Sourabaya: Questembert. For Singapore (via Cardiff): Lady Lisgar. For Anjer: Finzel.

At GLASGOW.—For Manila: Antela. For Singapore: Terentia. For Singapore and Penang: Pauline. For Sourabaya: Landseer.

SPOKEN.

LAMMERMUIR, Anjer to London, Oct. 9, 20 S., 1 W.
MARIE, Java to Amsterdam, Aug. 12, 24 S., 59 E.
TALISMAN, Batavia to New York, Sept. 3, 33 S., 29 E.
BAASTIAN POT, Batavia to New York, Sept. 6, 35 S., 24 E.
TENNESSEE, Java to Amsterdam, Sept. 14, 30 S., 30 E.
JOHANNE, Manila to New York, Sept. 6, 24 S., 42 E.
TELANAK (?), Amsterdam to Sourabaya, Sept. 5, 31 S., 33 W.
GUISEPPINA, Cardiff to Singapore, Sept. 10, 36 S., 14 W.
NANCY, Batavia to Amsterdam, Aug. 27, 28 S., 41 E.
AGAMEMNON (str.), Liverpool to China, &c., Oct. 13, 27 N., 34 W.

FREIGHTS AND CHARTERS.

There is not much animation in the freight market, and rates rule as quoted below. Homewards there is a fair amount of tonnage offering.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. weight, 60s. meast. To Hiogo: 70s. weight or meast. To Nagasaki: 70s. weight or meast. To Shanghai: 60s. weight, 40s. meast. To Hong Kong: 50s. weight, 40s. meast. To Singapore: 45s. weight, 40s. meast. To Penang: 45s. weight, 40s. meast. To Colombo: 35s. weight or meast. To Foochow: 75s. weight, 70s. meast. To Batavia: 65s. meast. To Samarang: 70s. meast. To Sourabaya: 75s. meast. To Saigon: 50s. weight, 55s. meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 35s. meast. To Hiogo: 40s. weight or meast. To Shanghai: 35s. to 40s. weight, 30s. meast. To Hong Kong: 35s. weight, 25s. meast. To Singapore 25s. weight, 25s. meast. To Colombo: 25s. weight or meast. To Batavia and Sourabaya: 30s. weight or meast. To Penang: 30s. weight or meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Singapore: £25. To Penang: £25, f.c. To Batavia and Sourabaya: 25s. to 26s. (per ton). To Galle: £23.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 38s. To Hong Kong: 31s. To Shanghai: 35s. To Singapore: 24s. To Colombo: 24s. To Galle: 23s. To Batavia: 25s. To Amoy: 32s. 6d. To Sourabaya: 30s. To Manila: 25s.

From Birkenhead, per ton.—To Hong Kong: 22s. To Shanghai: 27s. 6d. To Galle: 18s. To Singapore: 18s. To Batavia: 32s. 6d.

CASUALTIES.

GREENOCK, OCT. 30.—The Sourabaya, floating dock, is having her cargo discharged into lighters here, and will be taken to Paisley to be remasted and repaired.

The Tek Li, Petersen, from Hamburg for Shanghai, with a general cargo, was ashore at the South Foreland, but has been towed off, and is now at anchor in the Roads, but makes some water.

Advices from St. Helena, Oct. 10, state that the Island Belle, Camm, which vessel arrived there from Batavia, experienced a heavy gale from the N.E., Sept. 12, in lat. 36 S., lon. 29 E., during which she shipped a sea that stove bulwarks, two boats, and main hatch; she proceeded on Oct. 6 for Plymouth.—The Howden, Ditchburn, arrived here from Singapore, experienced a succession of heavy gales, during which she lost and split sails.—The Tennyson finished re-shipping her cargo Oct. 9; a survey was held on board, and she will probably get away to-morrow.

MALTA, Nov. 2.—Steamer off. No. 63,643, from Singapore, to London, has put in here with circulating air pumps broken; repairs will require about six days; no other damage; (63,643 is the official No. of the Lord of the Isles, from Singapore, to London, which arrived at Suez about Oct. 23).

A telegram from Shanghai, Nov. 2, states that an unsuccessful attempt had been made to float the Lucerne; she will probably be a total loss; hull completely under water. A later telegram, Nov. 3, announces

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that the Lucerne, with her cargo, has been advertised to be sold on the 10th.

Advices from New York, Oct. 22, report that the O'Thyen, Jordan, for Sourabaya, which put back Sept. 16, leaky and with sails split, &c., sailed for her destination yesterday, having finished her repairs.

A telegram from Shanghai, Nov. 3, announces that the Cawdor Castle (str.), and the St. Francois, from Freemantle, lying alongside the wharf, have been in collision; former vessel leaking, latter sunk; steam pumps have been rigged and set to work.

MISCELLANEOUS

At Port Said.—Oct. 29, Bertha (str.), Duke of Sutherland (str.), from London to Colombo, &c.; Nov. 2, Yrurac Bat (str.), from Liverpool to Manila.

At Suez.—Oct. 29, Glengyle (str.), from China to London; Nov. 2, Joseph Dodds (str.), from Singapore to London.

Off Ascension.—Oct. 12, Thor, from Samarang for Falmouth; H.M.B.D., from Singapore; 14, L.V.N.W. (Crest of the Wave), from Singapore for Boston.

At St. Helena.—Sept. 21, Andromeda, from Batavia, and sailed same day for New York; Clymping, Sanders, from Colombo, and sailed same day for London; 25, Blanche, from Batavia, and sailed same day for Falmouth; Oct. 4, Kosmopoliet III., from Batavia, and sailed same day for Rotterdam; 5, Elmstone, Bragg, from Manila, and sailed, 6, for New York; Naval Brigade, from Singapore, and sailed, 6, for Liverpool.

Off St. Helena.—Sept. 24, Merse, from Manila, to London; Oct. 4, Ulva, Singapore, to Falmouth; 12, Kate Carnie, from Hong Kong, to New York.

At Algoa Bay.—Sept. 25, Sophie Olsen, from Hong Kong.

The Admiralty have invited tenders for the conveyance of forty-nine tons stores to Hong Kong.

The Gordon Castle, which was wrecked off Lisbon, is now repairing at the Thames Ironworks and Shipbuilding yard, and will be as good as new in about two months.

The Calabar, Captain Hutchison, for China, has been detained at Gravesend, making repairs to her engines, but proceeded on the 5th inst.

The Glamis Castle, from China, which put into Lisbon, left on the 4th inst. for London in charge of two tugs.

A Board of Trade enquiry on the loss of the steamer Chusan has been commenced.

NOTICES TO MARINERS.

China—East Coast.—Intended Fixed Light on Shantung Promontory.—The Engineer-office at Chefoo has given notice that the erection of a lighthouse has been commenced on the Shantung Promontory, from which, when completed, a light will be exhibited. The light will be a *fixed* light showing *white* to seaward and *red* inshore to the southward and westward (the latter to warn vessels when they approach the coast). It will be elevated 200 feet above the sea, and in clear weather the white light should be seen from a distance of twenty-one miles. The illuminating apparatus will be dioptric or by lenses, of the first order. The tower will be round, 64 feet high, and built of stone. Position, lat. 37 deg. 24 min. N., lon. 122 deg. 42 min. E. Also that a temporary *fixed* white light of the sixth order is now exhibited near the above lighthouse, visible between the bearings N.N.E. ⅝ E. round by west and south to S.S.E. ¾ E. The light is, from some positions, obscured by a point of the mainland and Alceste Island between S. by E. ⅝ E. and S.S.E. ½ E. It is elevated 160 feet above the sea, and in clear weather should be seen from a distance of eight miles.—Hydrographic-office, Admiralty, Oct., 1874.

Gulf of Siam.—Fixed Light, entrance of Bangkok River.—Information has been received from the Acting Consul-General in Siam, that a light is now exhibited from a screw-pile lighthouse recently erected inside the bar at the entrance of Bangkok River, Siam. The light is a *fixed* white light, elevated about forty-four feet above the level of high water, and in clear weather should be seen from a distance of about ten miles. The illuminating apparatus is of the third order. The lighthouse is situated on the edge of the bank in lat. 13 deg. 29 min. 26 sec. N., long 100 deg. 35 min. 20 sec. E.—Hydrographic-office, Admiralty, Oct., 1874

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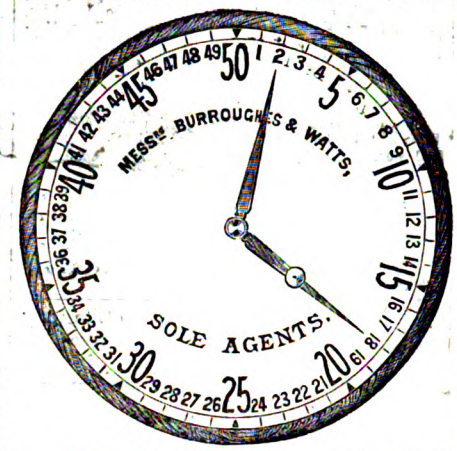

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Indus ...	3,478	500	Nov. 26	Mediterranean, Aden, Bombay.
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LIVERPOOL.			
Sarpedon, s.s. ...	1,519	Alfred Holt ...	Nov. 12
Priam, s.s.... ...	1,572	„ ...	Nov. 25
GLASGOW.			
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Glenfalloch	100 A1	2,126	275	To follow
Glenearn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
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Port.	Ship.	Class.	Dock.	To sail.
Sing., Hg. Kg. & Japan ...	Min.s.s.(new)	A1 100	S.W.I.D.	Nov. 14
Shanghai ...	Forward Ho!	A1 17 yr.	S.W.I.D.	With des.
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THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Osaka	A1 17 yr.	E.I.D.	To follow
Hong Kong	Rollo	A1 13 yr.	W.I.D.	To follow
Shanghai ...	Deerhound...	A1 17 yr.	E.I.D.	With des.
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Prins van Oranje ...	3,000 tons	1,600-h.p.	(effective)
Conrad	3,500 „	1,600 „	„
Koning der Nederlanden	3,000 „	1,600 „	„
Prinses Amalia ...	3,500 „	1,600 „	„
Voorwaarts ...	3,000 „	1,600 „	„
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The PRINSES AMALIA is appointed to leave Southampton about 23rd Nov. for PADANG, BATAVIA, and SOURABAYA, with through arrangements to all the principal ports in the Dutch East Indies. Goods taken at through rates from London, Glasgow, Manchester, &c. Passenger fares from Southampton:—First-class, £58, and upwards; second-class, £33.

Apply to J. Rankine and Son, Glasgow; or to the General Agents of the Company, Keller, Wallis, and Postlethwaite, 16 and 17, King William-street, London, E.C.; 73, Piccadilly, Manchester; and at Southampton.

Printed for the Proprietors by Woodfall and Kinder Milford-lane, Strand, W.C., and published by James West, at the Office of the "London and China Telegraph," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Nov. 9, 1874.

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 585.] LONDON, WEDNESDAY, NOV. 11, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Nov. 11.
JAPAN—Yokohama	Aug. 7	Sept. 21	Sept. 29*
Yedo			
Osaka and Hiogo	—	—	„ 26*
Hakodadi			
Nagasaki	—	—	„ 19
CHINA—Peking	—	—	„ 12
Tien-tsin	—	—	„ 20
Chefoo	—	—	„ 21
New-chwang			
Hankow	July 24	„ 7	„ 24
Kiu-kiang	—	—	„ 20
Chin-kiang			
Shanghai	Aug. 7	„ 19	„ 27
Ningpo	—	—	„ 21
Foochow	„ 7	„ 16	„ 20
Formosa	—	—	„ 23
Amoy	—	—	„ 21
Swatow	—	—	„ 23
Hong Kong	„ 21	„ 27	Oct. 3
Canton	—	—	„ 1
Macao	—	—	„ 2
PHILIPPINES—			
Manila	„ 14	„ 20	Sept. 27
COCHIN-CHINA			
Saigon	„ 28	Oct. 2	Oct. 9
SIAM — Bangkok	—	—	„ 5
BORNEO—			
Labuan	—	—	„ 2
Sarawak	—	—	„ 7
JAVA — Batavia	Sept. 4	„ 6	„ 8
Samarang	—	—	„ 2
Sourabaya	-	—	„ 4
MALACCA STRAITS—			
Singapore	„ 4	„ 3	„ 12
Penang	„ 4	„ 1	„ 6
CEYLON—			
Galle	„ 25	„ 18	„ 19
Colombo	„ 18	„ 12	„ 17

* By Pacific mail *via* San Francisco.

THE MAILS, &c.

The Pacific mail, *via* San Francisco, and the French mail, *via* Marseilles, bringing the above advices, were delivered this morning, the latter being five days in advance of its due date. The next inward (P. and O.) mail, with advices Yokohama 6th, Shanghai 9th, Hong Kong 15th, Singapore 22nd October, which is due, *via* Brindisi, on Monday, the 23rd inst., left Galle on the 30th ult., one day early.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Amazone*, arrived Nov. 9.—From Yokohama: None. From Shanghai: Messrs. Dyce, Findlay, Heyn, Buissonet, Metler, Caspersen, Gouillond, Cheetans, Garcin, Mr. and Mrs. Bradfield, Mr. and Mrs. Howard, Mrs. Maw. From Hong Kong: Messrs. Mundy, Stevens, Schoerer, Serie, Pellisier, Mrs. Townley, Mrs. Passfield. From Singapore: Messrs. Gill, Gumberg, Foole, Van Hageningen, Schroeder, Kroëf, Escher, Van Groënan, Weeseman, Ankersmit, Claisen, Mr. and Mrs. Lucassen, Mr. and Mrs. Van Trist. From Galle: Mr. and Mrs. Still, Mr. Hubbard.

PASSENGERS OUTWARD.

Per French steamer *Provence*, Nov. 22.—To Yokohama: Mr. Pateman. To Hong Kong: Mr. Kruse. To Shanghai: Mr. [illegible] Harvey, Mr. Olivier, Mr. Boyer. To Batavia: Mr. Brevet. To Saigon: Mr. Lalaune.

Per French steamer *Amazone*, Dec. 20.—To Singapore: Mr. and Mrs. Sackermann. To Saigon: Mr. Cormean.

Per French steamer *Ava*, Jan. 2.—To Hong Kong: Mrs. Bell.

Per P. and O. steamer *Sumatra*, from Venice, Nov. 13.—To Singapore: Mr. and Mrs. C. P. Rowland. To Ceylon: Mrs. and Miss Delmege.

Per P. and O. steamer *Pekin*, from Southampton, Nov. 19.—To Ceylon: Mr. Arthur. To Singapore: Mr. and Mrs. Grutte.

Per P. and O. steamer *Malta*, from Brindisi, Nov. 30.—To Singapore: Mr. Unwin, Mr. C. Low.

Per P. and O. steamer from Southampton, Dec. 3.—To Shanghai: Mr. G. Rose.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present French mail brings advices from this port to the 23rd Sept.; and by the Pacific mail we have six days later news, viz., to the 29th Sept.; the French mail from London, 31st July, arrived out on the 15th Sept., and the following P. and O. mail of August 7 was received on the 21st Sept. The following summary of news is from the *Japan Mail*:—

There is no news from China, and the suspense created by its non-arrival is trying. In Yedo there is much excitement, activity, and spirit, and those who have seen the drilling of the troops, who are every day mustering there in increasing numbers, speak with high praise of their appearance and soldierly bearing. If a call has to be made on the nation it will certainly be responded to by all classes with readiness and enthusiasm. The nobles have come forward to offer a part of their revenues, the *samurai* their swords, and the traders will have to do the same with their money; nor are we disposed to think they will do it unwillingly.

The following is a translation of the original official notice of the German Minister Resident, relative to the sentence passed on the murderer of Mr. Haber:—

The undersigned, the Minister Resident of the German Empire, herewith publishes the sentence of the Imperial Japanese Government upon the murderer of the Acting-Consul of the German Empire at Hakodate, the late Mr. Haber, and further notifies German subjects and those enjoying German protection, that the sentence has been forwarded to Hakodate with the object of being forthwith put into execution. To Takasaki Hiditchka, Shisoku of the Akita Ken:—"You, in your foolish and short-sighted view, have believed that the decay of the knowledge of the mother country, regarded by you with reverence, had its origin in the peaceable intercourse with foreign countries, and therefore you have cherished the one-sided view that it would be best to kill a foreigner. In order to realise your plan, you secretly left your home and went to Hakodadi. Arrived there, you met, in a part of the town called 'Yatchigashira,' the Acting Consul of the German Empire, the late Mr. Haber; you then forthwith drew your sword, pursued, and murdered him in a most brutal manner. This being a most atrocious deed, and considering that you have committed a highly dishonourable act, you herewith are, according to the criminal code, sentenced to be expelled from the Class of Soku, and afterwards to be beheaded."

NOTICE.—*To the Colonial Department, the Fu's and Kens.*—Whereas, according to the Notification No. 110 of the 11th month of the current year, the Shisoku of the Akita *ken* Takasaki Hiditchka, having been sued for wilful murder of the Acting Consul of the German Empire, and this trial having been concluded, he has been sentenced as above mentioned. The crime for which the murderer has been sentenced being a serious one, which is calculated to injure the peaceful relations with foreign countries, the head of the criminal would have to be exhibited according to the Criminal Code before its revision, but whereas the Code has been revised, the sentence is that of decapitation only. In bringing this to notice, it is herewith made known and ordered, as was done some time ago, that our subjects should be made to understand this notification well, so that in future such crimes shall not again be committed.

The meeting of the residents convened to take into consideration the insufficiently protected state of the settlement was held on the 21st Sept. at the Chamber of Commerce. Mr. Wilkin was called to the chair, and explained the objects of the meeting. The following resolutions were then passed.—Proposed by Mr. Hooper and seconded by Mr. Strachan.

That the frequent burglaries now occurring are to be attributed to the inadequacy of the native police force for the protection of the foreign settlement.

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Proposed by Mr. Wylie and seconded by Mr. North,

That it is desirable to continue to urge upon the Japanese Government, through the medium of the Board of Consuls, the necessity of an increase of the police force, and a thorough patrol of the foreign settlement, and special examination of suspicious characters crossing the bridges during the night. Carried.

Proposed by Mr. Cope and seconded by Mr. Pistorius,

That a committee of five be appointed, who shall place themselves in communication with the Board of Consuls, and act generally on behalf of the foreign community in this matter, reporting progress from time to time through the newspapers, and if necessary summoning a public meeting. Carried.

The committee was then elected :—Messrs. T. Walsh, P. E. Pistorius, A. Evers, A. J. Wilkin, and E. G. Vouillemont. The meeting, which was very thinly attended, then dissolved.

The remarks of the Chairman on the subject of the registration of servants deserve the consideration of the residents. He said the Governor had established an office for this purpose, that this office was under his own control, and that no fee was charged for registration. The Chairman believed that this new system was free from the objections which were justly raised against the old system, and thought that, if adopted by the residents, it might do much to stop the non-violent class of robberies. The old system had been abolished because it was so odious to foreigners, while the new one appeared to have the approval of the Consuls. The former was made the instrument of "squeezing"; the latter promises to be free from this very important objection.

An inquest has been held at the Camp of the Royal Marines upon the body of Corporal Curtis, who was found drowned close to the steps leading down to the Homura Creek, near the Iron Works of Messrs. Whitfield and Dowson. How Curtis came by his death it is impossible to say. One of the men of the Battalion was doing something to the boats slung opposite these steps when his attention was called by a Japanese to a body in the water close by. It proved to be that of Corporal Curtis, who was last seen alive at about nine o'clock near the Temple at the top of Homura. Curtis was a steady man, and a great favourite in the Battalion which has lost him. The sides of the Creek being unprotected by rails are on dark nights sources of danger, to guard against which there should be either lamps or rails erected.

Both the American and French Consuls have dealt some heavy and effective blows at the gambling-houses. The keeper of the *Hôtel de l'Univers* has been threatened with deportation in case his house is again used for public play, and General Van Buren has heavily fined Wm. Nuttall, a proprietor of one of these establishments, and stated his intention of doing all that lies in his power to protect the community against them.

The *Japan Gazette* publishes the following translation of a spirited address to the *samurai* by Watanabé, Vice-Governor of Osaka :—"It is not long since the Saga insurrection was ended. Then as now you were courageous in combating the enemy in the service of your country. Your fidelity to the State merits reward; I recall it and shall never forget it. The officers who were then in Osaka for the defence of the district, and to whom I have reported your noble conduct, and your fidelity to the country, have been highly approved. But before you could even start the insurrection was finished. To-day the country demands other services from you. The Formosan war has produced great complication between China and Japan. The hour has come for you to show your bravery and fidelity to the country. You have no desire to remain indifferent to this great affair, in which is bound the glory or the ruin of our empire. Courage, then! and may your example be quickly followed by thousands of your brothers. You will fight our new enemies. You will die for the country; but your name will be honoured by the nation, and all the world will speak of you with respect and admiration."

A meeting of the agents of the insurance companies has been held at the Chamber of Commerce rooms, a large number of English offices being represented. The subject of the wooden cornices, with which many of the recently-built houses are surmounted, and the formation of a salvage company occupied the attention of the meeting.

We read in the *Gazette* that the Mikado held a review of the troops in garrison in Yedo on the 19th inst. at Itzusima. The manœuvres were very satisfactorily performed by the soldiers, and reflected much credit upon their instructors, the French Military Mission.

A meeting of the nobles was held on the 25th Sept., to consider the question of contributing a part of their revenues to assist the Government during the expected war with China.

His Majesty the Mikado has entertained the foreign representatives at breakfast at Hama-goten.

We learn that the newly-appointed American Minister to China will leave San Francisco by the next mail steamer.

A telegraph cable has been successfully laid across the Tsugar Straits between Awomori and Hakodadi.

The prospects of the rice harvest are excellent throughout the country.

CHINA.

—o—

PEKING.

The *Peking Gazette* of Sept. 11 contains the following announcement :—

A Decree.—We have respectfully received the benign mandate of their Majesties the Empress Dowager and the Empress Mother [as follows] :—The Emperor sent forth a decree yesterday in which the Prince of Kung was stripped of his Imperial Princedom with hereditary succession in the same grade for ever, and was reduced to the second degree, Tsai-ch'êng (his son) being at the same time stripped of his title as *Beileh Kün Wang*. As regards the shortcoming in decorum of the Prince of Kung on occasions when speechhas been held with him, it is true that a penalty has been incurred for this offence; but remembering how the Prince of Kung, from the time when his support began to be rendered in public affairs, has not been wanting in exertions so distinguished as to merit acknowledgment, let, as a special grace, his rank as Imperial Prince with hereditary succession in the same grade for ever be restored to him, and let the title *Beileh Kün Wang* be likewise restored to Tsai-ch'êng. It behoves the Prince to respond to the desire of his Sovereign to convey a salutary admonition, and for the future to be more and more diligent and careful, contributing largely toward relief from difficulty and embarrassment, to the end that his trust be worthily discharged.

The *Peking Gazette* translations also contain a singularly forcible and sensible attack on the abuses connected with the *likin* system, and on the growth of opium in China, by a member of the Censorate. The memorial shows that there are men in the Empire capable of appreciating the fearful shortcomings in its administration, and who recognise the need there is for reorganisation. It is beyond the power of words, says the Censor, to depict in full the malpractices connected with the collection of the *likin* tax, which imposes grievous hardships on the population, and throws difficulties in the way of trade *in transitu*.

A rumour has been current among both foreigners and natives that the Peking Government declined to enter into negotiations with the Japanese High Commissioner Okubo, and that his application to be admitted to an Imperial audience had met with a refusal. The rumour is unconfirmed, however; and it is improbable that the Ambassador would have gone on to Peking, after waiting at Tientsin for return advices by courier, if he were not assured of his reception.

SHANGHAI.

The present mail brings advices from this port to the 27th Sept.; no later mail from London had been received. The following summary of news is from the *North China Herald*:—

The present mail by the *Amazone* is the last which leaves under the time arrangement for the south-west monsoon, and consequently twelve days will elapse before the departure of the next English mail, which leaves on the 9th October. Severe weather on the coast ushers in the change. A heavy typhoon is reported to have occurred at Hong Kong on the 22nd, while Shanghai has already had to endure half a week's steady rain. Outdoor engagements and amusements have had to be put off in consequence; but enough rain has now fallen to hold out prospects of an early change to the settled fine weather which is so pleasantly characteristic of the Shanghai winter.

The *Glenartney*, which left Woosung on the 31st of May, and was the first steamer home with new teas, reached here again on the 24th September, and has therefore made the round voyage in 116 days, including all detentions, in port or *en route*, and a loss of some four days by the late heavy gales. She is, we believe, the first steamer which has to be credited with the achievement.

A case in which Messrs. Siemssen and Co. sue Messrs. S. C. Farnham and Co. for $13,000 damage and demurrage in consequence of the breaking of a shaft which the defendants put into the steamer *Yangtsze* was begun on the 26th Sept. at the U.S. Consulate-General, before G. F. Seward, Esq., Consul-General, and Associates, and has been concluded. Judgment was reserved.

On the 24th Sept., at H.B.M. Court, before R. A. Mowat, Esq., Mr. P. Loureiro sued Mr. Stripling, acting superintendent of police, to recover $99.75, the alleged value of six balls of opium, his property, said to have been seized and detained through the illegal action of the municipal police. Mr. Litchfield appeared for the plaintiff, and Mr. Stripling conducted his own case. The facts were that a coolie in the plaintiff's employ was stopped by a *likin* runner on the Garden-bridge, who found the six balls of opium in a sycee basket he was carrying. The runner endeavoured to seize him, but the coolie resisted, and a Chinese policeman, in the employ of the Municipal Council, coming up at the moment, the *likin* man appealed to him for aid, and all three went to the Hongkew station. Sergeant Skinner was on duty there, and the coolie saying he did not know where he was taking the opium, although he had plaintiff's printed certificate vouching, as was contended, for plaintiff's ownership of it in his possession, the sergeant sent the men and the drug to the Mixed Court. Plaintiff himself went to the station to demand the opium, but it was not there, and he sued Mr. Stripling for its detention and value. In reply to his honour,

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the sergeant said he acted under the general orders given to the police, and not under special orders from Mr. Stripling. His honour said he could not see how Mr. Stripling could be held responsible, and gave judgment against the plaintiff.

The C. N. Company's steamer *Glengyle* was laid up after the discharge of her last cargo from the river ports, and has since undergone painting and slight repairs. We hear that she has been chartered to carry Chinese troops to Formosa.

A contingent of thirty Chinese boys from the Government Preparatory School, with a numerous suite of friends and attendants, has left by the *Oregonian* for the United States. The youths appeared to accept their expatriation very resignedly.

The Chinese corvette *Sen Sing Fah*, the first of the vessels built at the Foochow Arsenal, has arrived from Foochow, and awaits orders. She is a vessel of 600 tons, and carries six guns (four 20-pounder smooth-bores and two 15-pounder Krupps), is of 150-horse power, and has a crew of 130 men.

The French barque *Union*, with her cargo, now lying stranded on the Block House spit, has been sold by public auction at the sale rooms of Messrs. Mackenzie and Co. They were knocked down to Mr. Beer for the sum of Tls. 8,800. Messrs. Olyphant and Co., agents for the Chinese Insurance Company (Limited), as underwriters on the cargo, protested against the sale, but the Chancelier of the French Consulate-General, who was present, stated that the protection of the French Government would be given to any purchaser.

The China Merchants' Steam Navigation Company have just had built for them, opposite the Hongkew Wharf, on Broadway, a large machine shop, where all the work connected with their steamers, wharves, and hulks is to be executed. They have also bought from Messrs. Farnham and Co. the wharf and godowns, &c., they had on lease from that firm. The price is stated to be Tls. 75,000. These they purpose connecting with their offices in Hankow-road by a telegraph wire.

A meeting of the Shanghai Volunteer band has been held at the Main Guard. The principal business was the appointment of a leader, the gentleman who formerly held that office having left Shanghai. This important post has been accepted by M. Remusat, whose experienced co-operation will, no doubt, be of the greatest service to the association. M. Remusat pointed out the necessity of securing the services of one or two professionals, in order to render the band thoroughly efficient. The funds that have accumulated during the summer recess will be devoted to this purpose, but as the amount in hand is very limited, the secretary reminded the members that it could not be expected to go far. It was, therefore, resolved to appeal to the members of the S.V.C. to supply the deficiency. All the preliminaries being settled, the order was given to "fall in," and under the direction of the new leader, the band had a most satisfactory practice. It was agreed to meet regularly once a week for the same purpose.

The trial of Thomas Fawcett, charged with the manslaughter of a Chinaman named Yuen-chong-chow, at the lighthouse works on the Shantung Promontory, on the 30th July last, took place at Chefoo on the 21st Sept., before Sir E. Hornby, Chief Judge, and a jury. A verdict of "Not Guilty" was returned.

HONG KONG.

Our advices by the present mail extend to the 3rd October; the P. and O. mail from London Aug. 21 was received on the 27nd September. The following items of news are from the *Hong Kong Daily Press*:—

THE TYPHOON.

The particulars of the sad disaster of the 22nd and 23rd Sept. are gradually coming to light; but even up to the present time the full effects of the typhoon can only be surmised. It is certain that the estimate of the number who have been lost is considerably under the actual total, which cannot be less than eight thousand at Hong Kong and Macao together, even if that comes up to the fact. Vessels arriving at the present time report meeting with dead bodies a long distance before reaching the port, and corpses continue daily to be washed ashore in various parts of the island. The damage done to property also turns out to be much larger than was anticipated. Persons well able to judge estimate that in Hong Kong alone the property lost in the form of vessels, damage to houses, buildings destroyed and goods damaged, cannot be short of a million pounds. The steamers *Albay* and *Leonor* still lie in the harbour, the latter with thirty or forty dead passengers in her, and it is doubtful whether they can be raised; and, although efforts have been made to move the Pacific Mail steamer *Alaska* from her position ashore at Aberdeen, they were, we regret to say, unsuccessful.

After the typhoon great difficulty was experienced in removing the dead bodies which came ashore in all directions. The destruction of life in native craft vastly outnumbers anything that has occurred before. In ordinary typhoons the places of shelter which the Chinese, who have a marvellous instinct in foreseeing the advent of these terrible visitations, seek, are sufficient to protect the large bulk of the junks and sampans. The poor people had, in the present instance, relied upon the shelter which had afforded them protection on former occasions, but were utterly mistaken in their calculations, as their craft were driven from their places of refuge, and—in the words of an eye-witness, who himself had a narrow escape in his vessel—large junks broke up actually like match boxes. One of the officers who was on board the Pacific mail steamer *Alaska* says that he saw a batch of fully a hundred junks founder all at once. The misery which has been spread both in this colony and at Macao is something appalling. One of the saddest considerations is, that numberless junks have utterly gone to atoms with every soul on board, so that hundreds of people must be kept in lengthened suspense as to the fate of friends and relatives, of which no one lives to tell the tale.

In addition to the misery which has been spread by the loss of life and property on the water, many sad stories are told of the ruin which has been wrought through loss of propery ashore. Some have lost almost their all, and few owners of property have escaped without some loss. Some of the stories told of the anxiety gone through on the night of the typhoon are startling. One gentleman, whose wife was ill, had to carry her from room to room in his bungalow, the roof going off one after another, and finally he had to seek the friendly shelter of a neighbour's house; and others with families suffered worse suspense, some instances having occurred of children being ushered into the world amidst the uproar and turmoil, and while large portions of the roof of the houses in which they were born were being blown away. Many, we hear, were forced to leave their dwellings, and large numbers had to pass the night on the lowest floors or in cellars, in hourly fear that their houses would go.

After the typhoon efforts were made by the police to clear away the dead bodies, but considerable complaint, which certainly appears well justified, has been made by the public of the slowness and inadequacy of the measures adopted. For a whole day almost nothing was done, as the Chinese coolies refused to work, partly on account of a superstition which the Chinese have against handling dead bodies—their idea being that if they touch a body they will be injured by the spirit of the dead man if they do not perform the funeral rites at his grave—and partly, no doubt, from the more practical idea that by holding out they would get better pay. In the confusion a large number of bodies were taken to the Civil Hospital, and remained there until the effluvium was such as to become dangerous to the patients. This state of affairs being represented steps were taken for the removal of the bodies, and more vigorous efforts made to get on with the work. The prisoners in the gaol were called out, and more coolies were then obtained. Complaints are, however, made that no application for assistance was made to the military, with whose aid the work, which has not been accomplished in a week, might, probably have been got through in at most a couple of days. At the present moment there are, as above noticed, between thirty and forty bodies on board the steamer *Leonor*, which lies close to the Praya in the centre of the town. Had military aid been invoked at once attention might have been brought to bear in this direction. To remove the bodies, as will have to be done, in a state of terrible decomposition with a thermometer at 85 degs., cannot but be attended with very great danger.

SAVING OF A PORTION OF THE CREWS AND PASSENGERS ON BOARD THE STEAMERS "ALBAY" AND "LEONOR."

We have been able to obtain the following details with reference to the gallant conduct of the gentlemen who assisted in saving a portion of the crews and passengers of the *Albay* and of the crew of the *Leonor* during the typhoon. We take this opportunity of correcting an oversight in our previous notice of the matter, namely, that of mentioning the names of other gentlemen who assisted in company with E. and G. Taufer, of the engine-house. Messrs. A. P. Mac Ewen and C. W. Baird, of Messrs. Holiday, Wise and Co.'s, Lieut. Prior, of the 80th, and Mr. Lembke exerted themselves to the utmost, and contributed largely to saving the unfortunate men who were brought ashore. The particulars of the action were as follows:—They heard that a ship, which proved afterwards to be the *Albay*, had got ashore about twenty minutes past one o'clock, and upon ascertaining the state of affairs, the Messrs. Taufer, of the engine-house, went out with lamps, but the violence of the wind was such that they could not be kept lighted. They then made torches of turpentine and waste, and Mr. E. Taufer made the end fast while his brother threw it on board, by which means three men were landed. While Mr. E. Taufer was holding on to the rope a severe sea struck him and carried him away into the lane, his foot being at the same time hit by some object which had been washed up; and about the same time the lights on the ships went out, and total darkness ensued. After a little Mr. McEwen, Mr. Beard, Lieut. Prior, and Mr. Lembke took the ropes in hand and succeeded in picking up several men, and as they came off brought them into the engine house. Mr. McEwen then went to the police station, and reported to Captain Deane, who expressed his regret that on account of the severity of the weather he could not send out any of his men to assist. Mr. McEwen then returned to the scene of action. The captain, chief and second mates stayed at the engine house all night, being too exhausted to move, and the remainder were taken by the party who saved them up to the police station. This was effected only with great difficulty, and the only way they could get them on was by Mr. McEwen and the others leading the way and shouting out repeatedly to them, so that they might know in what direction to follow. In this manner they reached their destination, and on their arriving at the Police Station the men were taken in and attended to. At about three to half-past three o'clock the party again went out with lamps to see what further assistance could be rendered. There was no one within reach at the time; but shortly after a Chinaman came swimming ashore. On asking him who he was he said he was the fireman of the *Leonor*, which vessel had got ashore outside the *Albay*. They then enquired of him whether there were any men on board, and he replied that he did not know. While holding the lamps out they heard cries, and they then flashed the light outwards towards the ship's mast and found that there was a man hanging on among three masts which had got entangled. The sea having by this time to some extent subsided, the brothers Taufer launched a boat, and went out and took five off the foremast of the *Leonor*, two of them the second and third engineers, and the remaining three Chinese. On a subsequent journey they brought back five more Chinese, and on a third trip two more men. Mr. Cox and another gentleman, of Messrs. Lane, Crawford and Co.'s, helped to

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launch the boat, supplied them with rope, and rendered assistance to the unfortunate men.

MISCELLANEOUS PARTICULARS.

We are glad to hear that H. E. the Governor has addressed a letter of thanks to Mr. McLeod and the other gentlemen who assisted in putting out the fire in Bonham Strand on the night of the typhoon.

We regret to learn that the Hon W. H. Alexander, Registrar of the Supreme Court, received a rather serious wound on the front of the leg just above the foot, by the falling of a window during the typhoon. On account of a difficulty in procuring medical assistance the wound bled for some time, and Mr. Alexander is in consequence somewhat weakened.

Fifteen seamen of the Peruvian ship *Macao No.* 2 having been saved and returned to the colony in a sampan, presented themselves at the Magistracy, and (such is routine) were placed on the charge sheet charged with being destitutes. They said the Consul was at Macao, and no boarding house would take them in as they had lost all, and their keep was not guaranteed by the Consul. His Worship told them that he would communicate with the Consul, but in the meantime they could stay in the gaol. A boarding house keeper in Court however consented to keep the men himself till Monday in his house, when it may be ascertained from the Consul what he will do with them.

On the 28th Sept., at high water, an attempt was made to haul the *Alaska* from her position on shore at Aberdeen. The *Kiukiang*, *Fame*, and *Little Orphan* were employed, but they tugged unfortunately to no avail. The *Celestial* hulk was lashed alongside for the purpose of lightening the steamer. The large 14-in. hawser used was snapped by the *Kiukiang*. The P.M.S.S. Company express themselves much indebted to the Commodore and the authorities at the Naval Yard for the supply of hawsers, &c., which they generously placed at their disposal. We are informed that further and more carefully prepared efforts will now be made to get the steamer afloat, and we trust sincerely that they will prove successful. By latest accounts there was no change in the position of the steamer. She was still tight and fast, and had not suffered in any way. We learn that it is hoped in the course of a few weeks to have her floated off, which is considered to be only a question of time and systematic operations.

The missing on board the British bark *Malvern* are Captain Myles and wife, chief mate, boatswain, carpenter, steward, cook, five able seamen, two ordinary seamen, and two apprentices. On board the Peruvian ship *Macao No.* 2, the mate, second mate, three seamen, and ten Chinese passengers perished in the breaking up of that vessel on an island near the Cap-sing-moon Pass. There is yet some hope that the Spanish bark *Teresa* will turn up again, as she was to have left the same afternoon as the French ship *Radama*, which vessel, set down as missing, returned to port again on Saturday. Several gangs of prisoners were out on Saturday in Taiping-shan and other places clearing away the wreck of houses, from under the *debris* of which many dead bodies were drawn out. The sailors at the Home were employed by the police to bury the dead found on land and water. The police on Saturday exerted themselves to assist, and some hundreds were interred at Lap-sap-wan, Stonecutter's Island, and Kowloon. The stench along the Praya from the dust-bin rubbish spread about, from putrid rice, fish, and such like Chinese merchandise, is dreadful, and had not the dead bodies been taken away this colony would assuredly have been visited by a plague.

Considerable damage has been sustained by the Camphor Works, East Point. The works are eight feet above high water mark, and the tide rose five feet in the building, thus showing that it was no less than thirteen feet above high water mark.

The ship *Macao*, has broken up on some rocks at the corner of Lantao Island, to which she drifted. She is now a complete wreck. The ship *Everhard*, wrecked close upon the Point, has also gone to pieces. The P. and O. cargo boat has also been found near the same spot, not much injured.

We hear that Inspector Youngson, of the police force, who is stationed at Sowkewan, has been performing wonders in meeting the difficulties resulting from the typhoon there, and has, in fact, acted almost as a hero, having single-handed taken matters in hand, had the dead buried, and so averted the consequences in the form of disease which must otherwise have accrued. Inspector Burns, of Yowmahtee, is also deserving of great credit. He was most active during the storm, and succeeded in saving twenty-six Chinese from a junk which had capsized. He went off in a sampan, and cut a hole in the bottom with a hatchet, and so took the men out.

A letter from Macao says :—

It is impossible to describe the complete desolation which reigns over this place, in consequence of the late typhoon. The mortality among the Chinese has been unprecedented, and the length of the beach in the whole of the inner and outer harbour is lined with corpses. No less than four hundred dead bodies have already been picked up, and they are coming ashore thick at each flow of the tide. The police and the soldiers are busily engaged gathering them together, and in order to avoid a pestilence, which it is considered will infallibly follow longer delay, the bodies will be burnt at Portado Ares, as it is impossible to obtain hands to bury them.

At Taipa and at Colowane the destruction and loss of life have also been enormous.

The National Battalion has been ordered out by the Government for the better protection of the city, as plundering is going on in all directions. The misery which has been caused is terrible and wide-spread, and the Governor has, with praiseworthy consideration, ordered that food shall be supplied to the poor Christians from the parish churches.

The French barque *Chateaubriand* left this for Newchang two days before the hurricane, and must have suffered severely.

We are glad to learn that Inspector Grimes and Sergeant Miller rendered signal service during the recent hurricane. When the storm was at its highest they assisted in landing the crew from the barque *Lizzie and Rosa*. They also, at great exertion and with no little danger, rescued about fifty seamen of all nationalities from drowning, and rendered valuable assistance at the fallen houses.

The British barque *Lizzie and Rosa* has been sold by auction by Mr. Armstrong, and realised $3,500.

SIAM.

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BANGKOK.

Our advices extend to the 24th Sept. The following items are from the *Siam Weekly Advertiser* :—

Sept. 5, 1874, 5. P.M.—H.M. was present in the Throne Room Amarindr Winichai, and promoted T'au-kam-mul to the rank and title of P'ra-pra-tuma-wisate, Governor of the Province Kantarawichai. This region was formerly known as Ban-kan-t'ahng, and is now promoted to provincial privileges, under the jurisdiction of the Province Kalalasin. Instructions have been sent to T'an Pi-ah, the Government officials, and to all the people residing in the region Kantarawichai, in compliance with the directions of the governors of the neighbouring provinces.

Sept. 9th, 1874.—During the forenoon the Buddhist priests were fed and religious services relating to the relics (bones) of H. M. P'ra-putt'a-yautfah-chula-loke, the First King of the present dynasty, at the idol place. H.M. the Supreme King was not present at this ceremony, but one of H.M.'s younger brothers was present instead.

As a continuation of these ceremonies, in the afternoon H.M. the King visited the Lawn Sanáhmyàh a short time, thence went to the temple, where the priests went through the Buddhistic incantations, and the Priest Amaramohlee delivered a homily on the occasion.

Sept. 15th, 1874.—During the forenoon, ten priests were fed at the temple, and religious services were listened to in connection with the royal relics. These religious ceremonies relate to the demise of the past Kings of Siam. H.M. the King was not present at this ceremony, but directed Prince Chitr Charoen to be in attendance, listen, and serve the priests with the customary devotion and presents.

At night H.M. visited the place, listened to the Buddhistic incantations of the priests and their homilies, and subsequently made the customary presents to the ten priests.

The exciting and all absorbing events of the week have been extensive preparations and studied demonstrations to show the national respect and high appreciation of their young but remarkable King.

The people of other nationalities are deserving of great praise for their cordial co-operation in efforts to honour H.M. on the occasion.

The evening of the 19th was the commencement of display.

The banks of the river, the creeks, and the sides of the streets all over the city gave demonstrations of the busy activity and cheerful zeal of people living in locations covering extensive surfaces of many miles, displaying by lights, attractive devices indicative of loyalty, respect, and gladness.

The bands helped to contribute to the pleasures of the evening by playing choice airs. As they played the Siamese national, all eyes were directed to catch a glimpse of H.M., who made his appearance accompanied by H.R.H. Bhanurangse swang, wongs and other younger brothers, attended by the Royal Body Guards. As H. M passed each bowed and received from H.M. a gracious recognition. The King gracefully as well as graciously entered into conversation with the princes, nobles, foreign Consuls, and foreign residents, making the moments pass away charmingly.

On the evening of the 21st the residence and grounds of H. E. Chow Phya Bhanuwongse Maha Kosa Dhipoti, the Minister of Foreign Affairs, was beautifully ornamented, illuminated, and crowded with invited guests and spectators. A large band, having thorough command of the use of foreign instruments, enlivened the occasion with inspiriting music.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices from this port to the 12th October ; no later mail from London had arrived out. The following summary of news is from the *Straits Times* :—

In consequence of the plague having broken out at Jeddah, the following orders have been issued by the Governor in Council with respect to vessels arriving from that port :—

1. Every vessel arriving at any of the ports of the colony from Jeddah shall hoist the usual quarantine or yellow flag at the mainmast-head, and shall remain outside the limits of the port till visited by the Health Officer and admitted to communicate with the port.

2. On the arrival of every such vessel the Health Officer of the port or his deputy shall forthwith proceed on board, and shall examine into the state of health of the passengers and crew ; and if it shall appear to him after enquiry that no case of plague has occurred on board the vessel during the passage, he may, after twenty-four hours' observation, and subject to the control of the Governor, admit such vessel to free communication with the port and settlement.

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If it shall appear that any case of plague has occurred on board any such vessel within twenty-one days the vessel shall be taken to the quarantine anchorage, and there detained without communication with the shore or with other vessels till twenty-one days after the latest case may have happened on board.

3. In all cases the Post-office packets and mails in any such vessels shall be forthwith delivered and subjected to such fumigation or other preventive process as the health officer of the port may direct.

4. Coals and cargo may be shipped on and landed from vessels immediately on their arrival in which no case of plague may have occurred within twenty-one days.

The E. and A. Mail Company's chartered steamer *Jeddah*, Capt. De Bar, from Melbourne 12th, Sydney 16th, Brisbane 19th, Keppel Bay 21st, Bowen 22nd, Townsville 23rd, and Somerset 26th September, had arrived at Tanjong Pagar Wharf. A boat with seven shipwrecked sailors arrived at Townsville on the 20th Sept., with the 2nd officer in charge, who reports that the ship *Guinevere*, of London, bound from Melbourne to Manila, was lost on the 4th Sept. on Pocklington reef, near New Guinea. Three boats containing all hands (twenty-five) left in company, but soon parted. One boat with five men arrived at Townsville on the 21st inst.; the third boat, with the captain, chief officer, and ten men, was still missing. They say none on board were aware that there was any settlement north of Port Denison, and were proceeding southward, when they discovered the lighthouse at Cape Bowling Green, landed there, and were directed to Townsville, and the *Jeddah* was requested to keep a look out for the missing boat. Up to the 26th September, the date of departure of the *Jeddah*, no further news had been received in Somerset regarding the boat.

Captain Thorburn, of the British barque *Ida*, arrived here from Manila by the Spanish steamer *Paragua*, and reports the total loss of his vessel on the 29th August, on a reef improperly marked in his chart, when entering the port of Cebu Philippines. The chart was a French one, dated 1863, and corrected up to 1869. After the vessel struck, bearings were taken, Cebu bearing N.N.W. ½ W., and S.E. end of Mactan N.E. by E. After getting aground, signals were made and guns fired to attract the attention of two Spanish men-of-war at anchor about three miles distant, but without effect. A boat belonging to the *Swiftsure* was, however, manned by a few English gentlemen, who put off to the stranded vessel, and rendered all the assistance in their power, but it was impossible to get the ship afloat, and she became a total loss. She was laden with a cargo of rice from Saigon, only a small portion of which, we learn, has been saved. The crew have, we understand, been sent to Hong Kong.

The *Sarawak Gazette* of the 1st Oct. contains the following items of interest:—

The British ship *Annie Gray*, of 726 tons register, Capt. R. More, from Hong Kong, August 18, anchored at Rejang on the 22nd ult. Her cargo consists of 3,130 bags salt, 100 bags rice, 5 boxes Chinese tobacco, $2,000 specie, and 18 packages merchandise. The greater portion of the salt will be transhipped to Kuching. The *Annie Gray* will load a full cargo of bilian timber for Hong Kong on account of Kong Shoon Lee.

The new Kongsi, Messrs. San Tai Long and Co., have also a load of timber ready for shipment, and they expect their vessel, the *Charlie Palmer*, at Rejang in twelve or fifteen days.

Notice is given to the shareholders in the Galena Mining Company, Limited, that, in accordance with the Articles of Association, a third call of $6 per share will be payable on or before the 10th Nov., after which date interest at the rate of 15 per cent. per annum will be charged on all unpaid calls.

LEGISLATIVE COUNCIL.

At a meeting of the Legislative Council, held on the 5th Oct., Mr. T. Scott gave notice of his intention to move, at the next meeting of Council, "That in the opinion of this Council it is inexpedient that the Acting Assistant Colonial Secretary shall also act as Clerk of Councils."

The Colonial Engineer laid upon the table the report of the Committee on the Penang Wharf scheme.

The third reading of the Bill for the Regulation of Passenger Ships was moved by the Acting Colonial Secretary and seconded by the Treasurer.

A resolution to the following effect was carried unanimously: "That this Council desires respectfully to submit to the Right Hon. the Secretary of State for the Colonies, that in the interests of the trade of these settlements and for protection of British subject, it is desirable that a British Consul be appointed at Jeddah."

The following amended resolution was also carried:—"That this Council view favourably the project for connecting the Indian Telegraph lines in British Burmah with Australia, *via* the Malay States and the Straits Settlements, in connection with a submarine cable to Australia and New Zealand. Provided that communication be established with the Dutch lines in Sumatra; and provided further, that the united contribution for this Colony and the protected Malay States—Johore, Salangore, and Perak—shall not exceed £16,000. And the Council further request that his Excellency the Governor will take such steps as may be necessary for giving effect to the resolution."

The Governor said he would direct that the papers relating to the seizure of Chin Hoon's steamer be laid upon the table.

THE ATCHIN WAR.

The following important intelligence from Atchin is published in a *Penang Gazette* Extra of 6th Oct.:—

We have received some rather important intelligence from Atchin, which confirms what we have already stated concerning the tactics of the present Commander-in-Chief. On the 28th September the Dutch troops took no less than eight stockades situated in the hostile Campongs Lankruk and Lampulu. They likewise captured eleven pieces of cannon, their loss actually amounting to merely two slightly wounded. The success has placed in the hands of the Dutch a strategical position of great importance, and we only hope we may soon hear of additional attacks of a similar nature. It is only by a quick succession of decisive victories that the Dutch may hope to bring the Atchinese to terms, and we certainly believe that the longer the struggle lasts, the more difficult does the task become, especially now the blockade of most of the Atchinese ports has been raised.

Several dependent States have lately acknowledged Netherland supremacy, the following being a recapitulation of all the places that have accepted the Dutch flag, and which are consequently opened for trade:—

On the West Coast: All the small States from Trumon to Weylah, including Tampat Tuan, Analaboo, Labuan-Hadjee, and Mukkie; likewise the ports Patty and Kluang.

On the North Coast: Gegeang, Aerleboo, Passangan, Teloksamoi, and Endjung.

On the East Coast: Edi Busar, Padawa Ketjil, Padawa Busar, Pasei, Kertie, Perlak, Tamiang, Sunghy Ijoe, and Sunghy Riah.

As far as our geographical knowledge of Atchin extends, we believe that we are correct in stating that the West Coast of Atchin is now under the Dutch flag, with the exception of the territory between Wylah and Patty, and from Patty to Kluang, Rigas being the only port of importance that has not yet submitted.

On the North Coast, Pedir, Merhoe, and Samalang are the only important States that have not yet acknowledged the supremacy, and on the East Coast Simpang Oolim still refuses to come to terms. Respecting Juloh we are informed that negotiations are still pending.

We join our wishes to those of the mercantile community of the place and trust that during the approaching favourable season (North-east monsoon) the Dutch may be enabled either by negotiations or by force of arms to bring the war to an end, and to sustain peace and order in the Kingdom of Atchin.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—The market had been fairly active. A large business had been done in Cotton Yarn, the lower qualities of Nos. 16 to 24, and better qualities of Nos. 28 to 32, having attracted most attention. In Grey Shirtings sales had been limited, but a better feeling was apparent at the close. The business in Drills and 7 lb. T-Cloths for army purposes, continued; but the demand for Blankets had somewhat lessened. Cotton Sateens were more enquired for, whilst Velvets, Taffachelass, and Indigo Shirtings were steady. In Woollens and Mixtures generally the better feeling had continued, and fair transactions in Italian Cloth, Plain and Figured Orleans had taken place at improving rates. The demand for Camlet Cords had been sustained, and a fair business had been done in Mousselines-de-laine. There had been a speculative demand for Cloth at low rates. In Metals the business of the fortnight had been almost entirely in the hands of Chinese, who had imported from Hong Kong considerable quantities of Flat, Round, and Square Bar Iron.

HIOGO-OSAKA.—A fair amount of business had been done, and deliveries of many articles showed a comparative improvement. Prices generally had been well maintained, and for some Woollen fabrics an advance had been established. Cottons.—Yarns: The demand for these goods was moderate, and confined to the best chops, inferior makes being very difficult to move. Grey Shirtings: Settlements had again been considerable, including a large proportion of 7 lbs. cloth. Superior chops were scarce, and readily saleable at high quotations. T-Cloths: The demand appeared to be slowly on the increase. Turkey Reds: Fair inquiry for the lighter descriptions, and stocks of these limited. Black Velvets taken to a large extent at former rates, which were well maintained. Taffachelass: A good demand had been experienced, resulting in advanced quotations. Worsteds and Woollens.—Camlets had attracted somewhat more attention. Black Orleans continued saleable, and prices had further advanced, owing to the limited supply. Mousselines de Laine: The business done in the various descriptions of these goods had been considerable. Prices were a little higher for the lower qualities of Plain, but otherwise unchanged. A fair demand had existed for Lastings, Figured Orleans, Checked and Striped Lustres, and Italian Cloth, and prices generally had improved.

CHEFOO.—Messrs. Wilson, Cornabe, and Co.'s circular, dated Sept. 8, says:—Our last circular was issued on the 1st ult., and since that date a fair business has been done in Grey Shirtings and T-Cloths; but the rates accepted have been considerably under the equivalent of Shanghai values for a like class of goods. Drills have been dull of sale, but we look for a good demand as soon as they are generally more enquired after during the autumn months. In fancy cottons there has been very little done. Metals: Iron, both nail, rod, and bar, has continued in fair enquiry, but prices have, if anything, a downward tendency. Lead has been quite neglected.

SHANGHAI.—The market had continued very quiet, but there were signs of approaching improvement.

MANILA.—Messrs. Smith, Bell and Co.'s Circular says:—During the past fortnight the market for Plain Staples has continued very quiet, and the operations reported in same have been of a limited character, notwithstanding that prices exhibit a decided tendency in favour of

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buyers, which may be accounted for by the general dulness of trade for some time past in Piece Goods, and the somewhat large stocks of these at present held by most dealers, which they consider equal to meet the demand for some little time to come. Most classes of coloured goods are in much the same position, but importers are now holding their stocks of Ginghams and Cambayas at firmer rates. As, however, the rainy season, taking the past few years as a guide, is now drawing to a close, we hope soon to see a better demand set in, and a considerable advance established upon the prices which ruled during the last two or three months.

SAIGON.—The market had continued very dull.

EXPORTS.

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TEA.

YOKOHAMA.—The market had been active, and an advance of $1.50 to $2 had been established. Settlements, from the 8th September to date, amounted to 10,200 piculs, the market continuing fairly supplied by arrivals. Prices closed firm. The P.M. steamer Colorado left on the 12th Sept., with 278,691 lbs. from this port; and the s.s. Vasco de Gama on the same date, with 371,082 lbs. The barque Bothwell Castle sailed on the 17th for San Francisco, with 509,250 lbs. for all destinations. The Ambassador had completed her cargo, and will have early despatch for New York. The New Republic, 580 tons, was on the berth for the same port, at £2 15s. per forty cubic feet. Quotations: Common, $27 to 29 per picul; Good Common, $31 to 34 per picul; Medium, $35 to 38 per picul; Good Medium, $39 to 41 per picul; Fine, $43 to 46 per picul; Finest, $48 to 51 per picul; Choice, $55 upwards per picul.

HIOGO-OASKA.—During the early part of the month business was brisk at about previous quotations, but as settlements increased the market had gradually hardened, and closed very firm at quotations, dealers evidently looking to obtain full rates by holding their present stocks. Purchases for the month aggregate 7,500 piculs; making total settlements for the season to date 35,950 piculs, against 15,875 piculs for the same period last year. Stocks were about 2,800 piculs, consisting principally of higher grades. Medium and good medium Teas were in small supply. Quotations: Common, $22 to 26; good common, $27 to 30; medium, $32 to 35; good medium, $37 to 38; fine, $40 to 44; finest, $44 to 49; choice, $50 to 56; choicest, nominal.

SHANGHAI.—There had been rather a quiet market during the week. In Congou there was only a small business reported, though actual settlements had exceeded the figures given below. Quotations were weak, but as yet unchanged for common grades, whilst Teamen were very firm in dealing with all the better parcels. Green Teas moved slowly, and quotations had a downward tendency. Judging from figures of stock, it would seem as though Teamen had endeavoured to support prices by keeping back supplies. The following settlements had been made:—Black, 7,883 chests at Tls. 15¾ to 24; stock, 10,600 chests. Green: Fychow and Moyune, 13,884 half-chests at Tls. 28 to 41½; Pingsueys, 4,496 half-chests at Tls. 14 to 36½. Export to date to Great Britain (exclusive of lost cargoes:)—

	1874-1875.		1873-1874.
Black	56,930,737 lbs.	against	48,815,603 lbs.
Green	3,780,190 „	„	6,073,480 „
	60,710,927		54,889,083

SILK.

YOKOHAMA.—Telegraphic advices of a better feeling in the Home markets had produced an active demand here, and prices had advanced $10 to 20 per picul. At this advance the quotations were maintained. Arrivals had not been large. Stocks of new Silk had been reduced, and offered but a poor assortment. Settlements, from July 1 to date, 2,700 bales, against corresponding period—season 1873-4, 3,500; do. 1872-3, 6,000; do. 1871-2, 4,500. Stock, 500 bales old and new Silk. Silkworms' Eggs: Total arrivals were about 800,000 cards, against 30,000 last year at the same date, and very large quantities were reported to be in stock at Yedo. The Japanese were anxious sellers, at from 40c. to 70c. for annual Green, ordinary to best; some choice parcels were held at 80c. About 160,000 cards had passed into foreigners' hands, but scarcely one-third had been settled at the above prices.

SHANGHAI.—The high prices demanded by Chinese had curtailed business, holders, as a rule, being very firm for a slight advance; re-reels especially had been settled at full rates. The following were some of the quotations:—Yah-kee Chop, No. 3, Tls. 395 per picul (on joint account); Clouded Dragon Chop, Nos. 2 and 3, Tls. 345 and 325 per picul; Black Lion Chop, No. 3, Tls. 330; Bird Chop Kin-ling, Tls. 305; Tungsen's Gna-ling, Tls. 275; Market No. 4 Tsatlees, Tls. 310 to 335; Common Tsatlees, Tls. 240 to 270; Pang-e-tai's Raw Hainings (barter), Tls. 310; Common Laeyang (Skeins), Tls. 205 to 215; Re-reeled Tsatlees, Tls. 300 to 360; do., Hainings, Tls., 310 to 420. Settlements were about 2,000 bales, including about 500 left over from last mail, making total to date 40,500 bales, against 30,000 bales to same date last year. Arrivals since the 19th Sept. amounted to about 2,500 bales, and the unsold stock had increased to 13,500 bales.

WE are glad to hear from the Japanese Legation that they have received official confirmation of the amicable settlement of the Formosa difficulty. We also learn that Mr. WOO YENO, late Vice Minister for Foreign Affairs at Yedo, is appointed Minister Plenipotentiary of Japan to this country, and will arrive here shortly. Mr. YOSHIDA KYONARI, who now fills the office of Under Minister of Finance, has been appointed the representative of Japan at Washington.

EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales and Cases.
From June 1, 1874, to Sept. 25, 1874	62916662	40842210	444472	12289673	116403017	20620
From June 1, 1873, to Sept. 25, 1873	56564670	32403384	—	10374973	99343027	24111

TO THE CONTINENT.

		Bales.
From June 1, 1874, to Sept. 25, 1874	3913833	17144
Do. do. 1873, to Sept. 25, 1873	5028947	9233

TO UNITED STATES OF AMERICA.

		Bls. & Cases.
From June 1, 1874, to Sept. 25, 1874	19883761	1824
Do. do. 1873, to Sept. 25, 1873	8639862	2705

TO AUSTRALIA.

From June 1, 1874, to Sept. 25, 1874	...10,678,538
Do. do. 1873, to Sept. 25, 1873	...10,024,374

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan
1843 to 1844	51,022,600	...*	1863 to 1864	117,463,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,313
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,042	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	50,181	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	79,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,262	57,263
1862 to 1863	121,273,584	72,887	1873 to 1874	144,588,620	47,373

* Including the Continent.

CARGOES OF TEA AFLOAT.

Sailing Date.	Name.	From	Cargo—lbs.
July 8 ..	Lammermuir	Shanghai ...	1,340,857
„ 16 ...	Dartmouth	„ ...	1,241,848
„ 17 ...	Sir Lancelot	„ ...	1,149,957
„ 25 ...	James Sheperd	„ ...	1,135,833
Aug. 4 ...	Red Riding Hood ...	„ ...	900,551
„ 5 ...	Lauderdale ...	„ ...	930,783
„ 8 ...	Killarney (str.)	„ ...	1,000,000
„ 15 ...	Kaisow	„ ...	1,138,185
„ 15 ..	Norham Castle	„ ...	1,010,045
„ 21 ...	Lothair	„ ...	1,132,056
„ 25 ...	Leucadia	„ ...	1,293,823
Sept. 1 ...	Wylo	„ ...	1,185,524
„ 5 ...	Lotus (str.)	„ ...	2,212,763
„ 14 ...	Borealis	„ ...	1,047,008
„ 17 ...	Duke of Abercorn ...	„ ...	1,543,395
„ 17 ...	Eliza Shaw	„ ...	962,360
„ 17 ..	Hawkesbury	„ ...	1,518,963
„ — ...	Bokhara (str.)	„ ...	900,000
Oct. 21 ...	Hallow'een	„ ...	—
July 26 ...	Norman Court	Foochow ...	1,184,625
„ 28 ...	Ascalon	„ ...	1,234,843
Aug. 4 ...	Forward Ho!	„ ...	1,373,907
Sept. 1 ...	Glengyle (str.	„ ...	1,736,745
„ 12 ...	Undine	„ ...	1,108,416
Aug. 1 ...	Golden Spur	Canton ...	782,227
„ 22 ...	Faith	„ ...	700,000
„ 25 ..	Lord of the Isles... ...	„ ...	88,216
„ 27 ..	Singtai	„ ...	401,960
Sept. 10 ...	Diomed (str.)	„ ...	1,519,803

COMMERCIAL POSTSCRIPT.

TEA.—The sales announced for the week comprise over 17,000 packages, nearly all "without reserve." 2,872 packages, consisting of Ping Suey and Moyune green teas, were sold on Monday at very depressed rates, showing generally a decline of 1d. to 2d. on recent quotations. 6,000 packages passed on Tuesday, and in the case of green teas a still further depression was shown. Comparatively few congous have been sold, but these sold below private contract rates.

SUGAR.—The public sales have been small. Of Manila (Ilo Ilo) 200 tons are reported sold at 18s.; 3,400 bags Penang date at 17s. 6d. to 19s.; 250 tons cane Jagghery at 16s. 6d. to 16s. 9d.; and to arrive 300 tons cane and date Jagghery, now shipping, at 17s. per cwt.

COFFEE.—A rather quiet market, without alteration in prices. 241 casks 68 barrels and bags Plantation Ceylon sold—low middling to middling, 107s. to 111s. 6d.; bold, 114s.; small, 100s. to 105s.

LATEST TELEGRAMS.

THE FORMOSA DIFFICULTY.

SHANGHAI, Nov. 9.—The Japanese Ambassador employed in negotiating with the Chinese Government has returned here from Peking. Mr. Wade, the British Minister, assisted in bringing about the amicable arrangement which has been effected between the Chinese and Japanese Governments.

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Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Sept. 19, Charles Albert (str.); 20, Muriel (str.).

At HIOGO and OSAKA.—From London, Sept. 14, Muriel (str.); from New York, 25, Contest.

At SHANGHAI.—From London, Sept. 24, Glenartney (str.); from Liverpool, 18, Antenor (str.).

At HONG KONG and CANTON.—From London, Sept. 28, Cawdor Castle (str.).

At MANILA.—From Liverpool, Sept. 23, Emiliano (str.).

At SINGAPORE.—From Newcastle, Oct. 1, Claudine.

At SAIGON.—From Bordeaux, Oct. 7, Calcutta; from Marseilles, Sept. 17, Clementine.

DEPARTURES.

From HIOGO and OSAKA.—For London, Sept. 22, Chusan (str.); for New York, Aug. 25, Ambassador; for Portland, Sept. 8, Harrington.

From SHANGHAI.—For New York, Sept. 22, J. R. Worcester.

From MANILA.—For London, Sept. 17, Atma; for Channel, f.o., 11, May Queen; for Sandy Hook, f.o., 22, Swiftsure; for New York, 14, Warrior, Don Quixote; for Boston, Formosa.

From SAIGON.—For Havana, Sept. 23, Aurora.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

ALLEN—On the 23rd Sept., at Shanghai, the wife of the Rev. Young J. Allen, of a daughter.

BARNARD—On the 27th Sept., at Rangoon, the wife of F. J. Barnard, late of China and Japan, barrister-at-law, of a son.

CHURTON—On the 23rd Sept., at Shanghai, Mrs. Churton, of a daughter.

CORNABE—On the 18th Sept., at Chefoo, the wife of W. A. Cornabe, of a son.

HOUSTOUN—On the 17th Sept., at Pootung, Shanghai, the wife of Mr. Houstoun, of a daughter.

MAACK—On the 9th Oct., at Singapore, Mrs. H. F. Maack, prematurely, of a son, who died shortly after.

SWABY—On the 7th Sept., at the Mint, Osaka, the wife of L. Swaby, of a son, who died on the 11th Sept.

WHITE—On the 18th Sept., at Shanghai, the wife of F. W. White, Commissioner of Customs at Ningpo, of a son, prematurely, stillborn.

MARRIAGES.

DUNLOP—PRESGRAVE.—On the 10th Oct., at Christ Church Cathedral, Mutwal, Colombo, by the Rev. James Bacon, B.D., Walter Dunlop, of Colombo, to Jessie Josephine, second daughter of the late Capt. Duncan Kyd Presgrave, commanding H.M. 8th Regiment, B.N.I.

DEATHS.

BAYLIS—On the 15th Oct., at Parell, Bombay, Mary Edith, daughter of Alfred Baylis, of the P. and O. S.N.Co.'s Service, aged 15½ years.

BOYD—On the 23rd Sept., at Shanghai, E. J. Boyd.

BRODIE—At 5, Roseberry-crescent, Edinburgh, A. Oswald Brodie, late of the Ceylon Civil Service, aged 58.

CARPENTER—On the 21st Sept., at Shanghai, Mrs. L. Carpenter, the beloved wife of the Rev. S. Carpenter, aged 63.

CONDER—On the 8th Nov., at Forest-hill, the Rev. Geo. Wm. Conder, Minister of the Queen's-road Congregational Church, in his 53rd year.

EMERSON—On the 8th Nov., at High Wycombe, Buckinghamshire, John Emerson, late of Ceylon, aged 56.

HOPKINS—On the 21st Sept., at Shanghai, the infant daughter of Dr. Lloyd Hopkins.

JARVIS—On the 19th Sept., at Shanghai, F. G. Jarvis.

MANSELL—On the 8th Nov., Joseph Mansell, of 71, Addison-road, Kensington, and Red Lion-square, aged 71 years.

SCHÜTZE—On the 7th Nov., at Fitzroy-square, Franz P., son of F. S. Schütze, of Macao.

SMITH—On the 8th Nov., at South Norwood, the Rev. William J. Smith, M.A., Oxon, British Consular Chaplain at Foochow, aged 46.

TOWNEND—On the 6th Nov., at his residence, Shrapnel-park, Byfleet, George Townend after a few hours' illness, aged 36.

WHITE—On the 20th Sept., at Shanghai, Alicia, the beloved wife of Francis W. White

TEA ADULTERATION.

On the 3rd inst. a meeting of the City Commission of Sewers was held at Guildhall, Mr. W. S. Gover, their chairman, presiding. A report was brought up from the Sanitary Committee upon a reference from the last Court to them, to inquire and report relative to the sale of teas at the London Commercial Salerooms on the 28th ult., and stated in the catalogue to have been analysed by the "Public Anaylist for the City of London, and pronounced fit for sale in this market." When this statement was read at the last meeting of the Commission of Sewers by Mr. Elias Davis, Dr. Sedgwick Saunders, the Medical Officer and Public Analyst for the City, was absent by illness, and he was afforded no opportunity of answering it before the Commission until this meeting, when the Sanitary Committee, who had in the meantime been directed to inquire into the matter, brought up their report. In that report they stated that, having heard Mr. Elias Davis and the medical officer of health at length, they found that the sample of tea laid by Mr. Davis on the table of the Court at their last meeting was not the same as that which was analysed by Dr. Saunders at the request of Messrs. Hawes and Hertz; that it was not the same as was subsequently analysed by Professor Wanklyn at Dr. Saunders' request; neither was it the same as that which was advertised in the circular of Messrs. Sillar and Co.; and having had laid before them a sample of that which was analysed by Dr. Saunders, at the request, as he stated, of Messrs. Hawes and Hertz, and which had been subsequently analysed by Professor Wanklyn, the committee was of opinion that such tea was fit for human food. Dr. Saunders, being in his place at the present meeting of the Commission, stated in effect that on the 19th of Sept. last he received an application from Messrs. Hawes and Hertz, of 14, Mincing-lane, requesting him to analyse some tea which had been accidentally wetted with Thames river water, and afterwards carefully redried in a kiln. Having ascertained that the brokers so applying were of the highest respectability, and believing it to be his duty in the interests of the public to determine whether the tea so sent to him was suitable for consumption as human food, he proceeded to make his analysis. Before, however, doing so he showed the sample of tea to an experienced tea buyer, who assured him that it was perfectly good and saleable, and that he could not detect anything the matter with it. The tea alluded to consisted to outward appearance of good black tea of rather large leaves, free from coarse stalks, sweet to the smell, and without the slightest taint of damp, or mildew, or decomposition. The result of his analysis showed that the tea was perfectly sound and fit for human food, its hygrometrical condition was the normal average, namely, 7 per cent.; that the per centage of ash—particularly the soluble portion of it—was equal to that found in ordinary commercial air-dried tea, but that the quantity of extractive matter was rather below that usually obtained from tea of the same character. Owing to this deficiency, he, for the better protection of the public, obtained an independent analysis of the same tea from Professor Wanklyn, and, finding that gentleman's results to agree with his own in every essential particular, and he having expressly stated in his report that the tea was perfectly fit for human food, he (Dr. Sedgwick Saunders) did not hesitate to certify accordingly. Dr. Saunders added that he gave no authority to Messrs. Hawes and Hertz to make any public use of his certificate, and had no knowledge of their having done so, until he saw the reference to the subject in the Money Article of *The Times*. Dr. Saunders produced a portion of the tea in question, which the Sanitary Committee reported as "serviceable and good," and which had not the slightest resemblance to the tea-dust laid upon the table by Mr. Elias Davis, and alleged by that gentleman to have been the tea examined by Dr Saunders. Mr. J. C. Davis, in bringing up the report of the Sanitary Committee, took occasion to say he had no doubt Mr. Elias Davis was duped into making the statement he did before the Commission at their last meeting, and that the medical officer should be very careful in giving certificates in such cases unless the whole bulk was examined, and not merely a sample. Mr. Elias Davis explained that, after calling the attention of the Commission to the statement in question in *The Times*, he referred to spurious tea in certain warehouses in the City, and laid a specimen on the table containing a large proportion of iron filings. He now believed that the medical officer had been made the dupe of other parties in an unguarded moment. Mr. Elias Davis now regretted the whole transaction from beginning to end. It had been a painful subject to him, but he took it up in the public interest and from a sense of duty, after reading the statement to which he had referred. This explanation of Mr. Davis was emphatically cheered by several members of the Commission. Mr. Ashby dwelt on the necessity of a public officer of the Commission being above all suspicion, and commended the promptitude with which the subject had been investigated by the Commission. Mr. Deputy Farrar remarked that Dr. Saunders had entirely disavowed all knowledge that the certificate he gave would be publicly used as it had been. The brokers were greatly to blame in having published that certificate. The most discreditable part of the matter to Deputy Farrar's mind was that Mr. Davis had put on the table a sample of the tea supposed to represent that which had been at the bottom of the Thames, and another sample of tea which had not been certified by the analyst. At the same time he believed Mr. Davis in doing what he did had acted from a high sense of public duty. That observation of Mr. Farrar was much cheered. Mr. Deputy Lowman Taylor thought Dr. Saunders had given a satisfactory explanation, and had given moreover an assurance that in future he would take care that any certificate he might give should not be used in public. The matter was then allowed to drop.

THE LOSS OF THE "CHUSAN."—The Board of Trade inquiry into the loss of the steamer *Chusan* at Ardrossan was resumed on the 9th. A portion of the day was spent in the examination of Mr. Pearce, one of the partners of the firm of John Elder and Co., Glasgow, the builders of the unfortunate vessel. Mr. Pearce stated that the vessel was not intended for seagoing purposes, although she was constructed so as to make her perfectly safe to go to China. His opinion on this point was strengthened by the fact that the vessel came through the storm without showing any signs of weakness or making any water. The Board of Trade surveyor gave it as his opinion that the *Chusan* was unfit for the voyage to China in the fall of the year, and that she broke up on the rock in consequence of a deficiency in deck strength.

MAILS FOR JAPAN AND CHINA.—Information has been received from the United States Post-office of a change which has been made in the days for despatching mails to Japan and China by the United States mail packets from San Francisco. The packets now sail from San Francisco on fixed days of the week—viz., on every alternate Saturday; the days appointed during the remainder of the present year being—Saturday, December 12; Saturday, December 26, and, thenceforward, every fourteen days. Correspondence intended to be forwarded by this route must be specially addressed "*via* San Francisco," and, in order to insure its arrival at San Francisco in time for the packet, should be posted about three weeks before the date fixed for sailing from that port.

THE Messageries Maritimes steamer *Amazone*, with the present inward mail, arrived at Marseilles on the 9th inst., at 8 A.M. She brings 112 passengers and a general cargo, including 548 bales of silk, 19,728 packages of tea, 215 packages of sundries; also specie, value £67,663, for London, which part of her cargo will be forwarded to its destination per Company's steamer *Gange*, due in London on or about the 23rd inst.

AT a meeting last week, at Winchester, in aid of the Society for the Propagation of the Gospel, the report stated that, through the munificence of two anonymous donors of £1,000 and £500 per annum, the Society has been able to extend its missions to the new and interesting fields of labour in China and Japan.

THE Russian Government has resolved to construct a line of railway connecting Russia with Siberia and China. As it is to take the southern route by way of Orenburg, and as the commercial classes are in favour of a northern route *viâ* Yekatherinenberg, great disappointment is felt, and some excitement is said to prevail. The Government is to be asked to reconsider its decision.

THE screw steamship *Whampoa*, Captain J. C. Jacques, has just arrived in London from Calcutta, having made the run from Suez to Dover of 13½ days, completing the voyage home in 32 days, including all stoppages.

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: WEDNESDAY, NOV. 11, 1874.

THE CHINESE EMIGRATION CONSOLIDATION ORDINANCE, 1874.

THIS Ordinance, the purpose of which is to consolidate and amend the law relating to Chinese passenger ships, and the conveyance of Chinese emigrants, was read a first time by the Legislative Council of Hong Kong on August 31st, and, with a few verbal alterations, passed its second reading on Sept. 7th, as No. 5 of 1874. Its provisions are very definite and minute, and if it be carefully worked, we doubt not that it will adequately secure the comfort and safety of the Chinese for whose benefit it has been framed.

The measure before us consists of two main portions, the former providing "Regulations under the Chinese Passengers' Act," and the latter treating of "Emigration from Ports out of the Colony." In Part I. it is directed that notice of a vessel being laid on the berth as a Chinese passenger ship must be given to the Emigration Officer in writing, with full particulars as to her destination, &c., and that no such vessel shall proceed to sea without a licence from the Governor, who at the same time has the power of exempting vessels, provided that their Chinese passengers are "free emigrants and under no contract of service whatever." By Section 6 no one is allowed to act as an Emigration Passage Broker unless he shall, with two sufficient sureties, have entered into a bond (which must be renewed annually) for $5,000, and have obtained a licence "to let or sell passages," the fee for the same being $200. Each passenger is to receive a contract ticket, printed in a plain and legible type, and accompanied with a Chinese translation in plain and legible characters, and such ticket is to be delivered and explained to him before the Emigration Officer, after which no alteration is to be introduced. Offences under this section are punishable by fines varying from $50 to $400, or by terms of imprisonment varying from six weeks to six months. Section 7 provides carefully for the hospital accommodation and medical inspection of emigrants, and they will not be allowed to embark without a permit showing that they have undergone the required medical examination. Under this section a Chinese medical practitioner, if duly qualified, may be surgeon of a passenger ship. Section 8 makes modified regulations for voyages of not more than thirty days' duration, these being specified in Schedule F. The next Section orders that the owners or charterers of passenger ships shall, at their own expense, provide depots for the lodging of emigrants, and that they shall lodge there at least three clear days before embarkation, the depots being under the supervision of the Emigration Officer. By Section 10 it is enacted that all Orders in Council relating to the quantity of water to be carried by passenger ships, having a certain description of condensing apparatus, shall apply to Chinese passenger ships. By Section 11 only steamers are allowed to clear, between April and September, for ports west of the Cape of Good Hope, or for Australia, New Zealand, Oceania, and Tasmania. By Section 12 the Emigration Officer has the power to land any emigrants who are unwilling to leave the port, or who have been procured by fraud, and to send them back to their homes at the expense of the passage brokers. By Section 13 breaches of the provisions of this Ordinance are punishable by a fine not exceeding $500, or by imprisonment, with or without hard labour, for any term not exceeding six months.

Coming to Part II. we find that Section 14, which is divided into seventeen subsidiary clauses, gives very elaborate directions respecting "Emigrant Ship Fittings;" all barricades and gratings for the confinement in any way of Chinese emigrants are prohibited, and even the manufacture, purchase, sale, or possession of such fittings will be deemed offences against this ordinance, unless there be lawful excuse, "the proof of which shall lie on the accused." Actions, however, in this respect must be brought "within three months after the thing done, and not otherwise," and all prosecutions must take place at the suit of, or, at any rate, with the consent of the ATTORNEY-GENERAL. Section 15, a very long one, provides "Rules as to Chinese Emigrant Ships." Among the subjects treated of are licences, their form and conditions, and the mode of application for them; punishment for furnishing untrue particulars; the governor's power to revoke and cancel licences; building, equipping, despatching, selling, hiring, &c., &c., vessels without a licence; seizure, search, and detention of suspected vessels, and proceedings consequent thereon. We are glad to notice that ample provisions are made for indemnifying the owners of such vessels as may chance to be seized or detained without "reasonable and probable cause."

Part III. orders the repeal, subject to certain provisions and conditions, of portions of two Ordinances and of the whole of ten others. To this Ordinance there are annexed ten schedules, but they extend to so great a length that we can only indicate their purport very briefly. Schedule A gives the form of Emigration Passage Broker's annual bond, and Schedule B the form of his licence under Section 6 par. 2. Schedule C provides the form of notice to be given by a Justice to the Emigration Officer of the forfeiture of a licence, and Schedule D the form of contract passage ticket, which, we may mention, must be signed and registered by the Emigration Officer. Schedule E enacts the regulations alluded to in Section 8, par. 1, respecting Chinese passenger ships proceeding to sea upon voyages of not more than thirty days' duration. They seem calculated to promote the comfort of the Chinese, and we should think there can be little chance of their grumbling at the dietary scale, which is as follows:—For every passenger per diem not less than 1½ lb. of rice or bread stuffs, ½ lb. of dried and (or) salt fish, 1 oz. of Chinese condiments or curry stuff, 1½ lb. of fresh vegetables, 2 lb. of firewood, and one gallon of water to be carried in tanks or sweet casks. By Schedule F the following are declared to be voyages of not more than thirty days' duration:—For steamers which can steam five miles an hour without sails, voyages from Hong Kong and coast ports as far north as Shanghai to Calcutta, Pegu, Sumatra, Java, the Straits Settlements, Labuan, Sarawak, Manila, Bangkok, or Japan. For sailing vessels, voyages from the same ports to Sumatra, Java, the Straits Settlements, Labuan, Manila or Bangkok between October 1 and March 31, but during the rest of the year only those to Labuan, Manila, or Bangkok. Schedule G gives the form in which, under Section 8, the Emigration Officer is to certify that all the conditions and requirements of the Ordinance have been duly complied with, &c., and Schedule H the form of his certificate, that there are no prohibited or objectionable fittings on board. The last two schedules are forms of warrant and citation under paragraphs 10 and 14 of Section 15.

CHINESE WOMEN AT SAN FRANCISCO.

CONSIDERING how useful the Chinese are in a country where labour is scarce, one would think that the dominant race, having none else to perform its menial work, would do all in its power to induce them to settle there permanently. Not so our Transatlantic cousins, at least in the Western States; where it is lamentable to see the dead-set which is, from time to time, made against the patient, hard-working Celestials and all which they hold dear. The P. M. S. S. Company's steamer *Japan* brought over among her passengers some twenty-five women from China; some of these, we believe, were already married, and others were sent over for the purpose of being married. Incited, however, we doubt not, by the anti-Chinese league, the Port officer at San Francisco declared them to be prostitutes, and prohibited their landing! A San Francisco corre-

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spondent describes this affair in an amusingly exaggerated letter to the *New York Times*, and satirises the folly of his fellow citizens in no measured terms. Immediately on the arrival of the "consignment," he says, "a howl went forth, "and some fanatical ass swore out a warrant against the "lot, and the Pacific Mail Company inclusive, for importing "moral-corruptors." The unfortunate women, together with their husbands *in esse* and *in posse*, were bandied about from one local Judge to another, and it seemed highly probable that the steamer company would be compelled to take them back to China. Luckily, however, common sense has prevailed, even in San Francisco, and "Judge "FIELD, of the United States Supreme Court, not being "in the way of political influences and untrammelled by "local prejudices, has decided that the whole proceedings "are illegal," and has further directed that all these "musters" of celestial loveliness shall be forthwith discharged. "There is rejoicing in Sacramento-street," we are told, "and the delighted Celestial igniteth the festive fire-cracker." With every desire that the morality and respectability of San Francisco should be rigidly preserved, we hope that its inhabitants may shortly be brought to see the suicidal folly of thus persecuting the Chinese settlers, at any rate in matters in regard to which it is notorious that they are keenly sensitive.

Literature.

A First Japanese Book for English Students. By JOHN O'NEILL. London: Harrison and Sons, 1874 *Cours de Langue Japonaise.* Par FELIX EVRARD. Premiere partie. Yokohama: Imprimerie *d L'Echo Du Japon*, 1874.

These two first Japanese books propose to instruct the beginner in very different ways, and beginners commencing the study of Japanese will probably find more benefit from the French than the English work. Mr. O'Neill's book is written by a student for students, and although it may possess many advantages, it has drawbacks which are perhaps inseparable from such a production. As a student himself, Mr. O'Neill seems to have overlooked the fact that it would be very difficult for a beginner to attempt to attain, by the aid of his book, any useful knowledge of the Japanese colloquial, which ought to be the object of every "First Japanese Book." Mr. O'Neill launches the beginner, who must, of course, be presumed to be entirely ignorant of Japanese, on to a Buddhist sermon, one of Kiu-O's Do-Wa, or Path Discourses, *i.e.* sermons on the Path of Morality. To smooth the thorny path of the beginner, he gives an interleaved transcription in English letters, an unmistakably literal translation, with interlinear glosses, explanatory notes, and a Japanese-English vocabulary. We fear that if the student does struggle through the sermon from conscientious motives, he will do so at the expense of much toil and labour, and will never attempt it again.

With regard to Père Evrard's book, we have before us only the first part, containing thirty out of the sixty lessons of which the work is eventually to consist. It was not originally intended for publication, having been composed for the use of one of his friends, but the author was induced to print the matter he had already put together for that purpose, leaving the completion of the work to a future period. Père Evrard's plan is as follows:—He gives first a few lines of Japanese in Roman letters, then a literal translation, to which is added a French version of the Japanese "text;" next a conversation on the subject of the lesson, and afterwards exercises or phrases composed of the words used in that and previous lessons; finally, there is "la théorie et l'analyse," by which the author means that, as rules present themselves, he points them out and puts them into shape. In our opinion, he makes rather a mistake in omitting all stops in the Japanese "texts:" on this subject, however, we are glad to see that he is open to conviction.

Both these books, which are professedly elementary, are wanting in much that a beginner requires to enable him to make a start in a foreign language. To do that he requires, as it appears to us, a series of graduated lessons, which at first should be extremely simple; teaching him, for example, all that appertains to the daily requirements of life, &c., and increasing, though but gently, in difficulty. A slight modification of the method adopted by the late Rev. Thomas Kerchever Arnold, M.A., in his Latin, Greek, French, German, and other elementary works, would be a very great boon to all students to whose lot it falls to be obliged to study the languages of the Far East. The nearest approach to this is the very useful little elementary book on Chinese which the Rev. Joseph Edkins published some years ago. The two books which we have briefly noticed are both lacking in one most essential particular; their author quite overlooks the great want which a student feels at the outset of his career for an English-Japanese and a French-Japanese vocabulary, and without which he cannot turn to much account his elementary knowledge of the language as he acquires it.

"Islam, its History, Character, and Relation to Christianity," the third edition of which is published by Messrs. Longmans, will be heartily welcomed, both on account of its merit as a literary work and its importance as a protest against the too prevalent notion that the work of evangelisation carried on amongst the Moslems may be taken up or left alone at pleasure. The author, Dr. John Muehleisen Arnold, has revised and condensed the present edition, and the title is changed from Ishmael, or the Bible and Koran, to its present form. "Islam" may be regarded in the light of a labour of love, written primarily for the purpose of reviving the missionary work in the East, for although the author acknowledges the value of the missionary work now going on amongst the Moslems, yet it is evident that he wishes to see it maintained in a more persistent manner. He acknowledges the encouragement received at Cambridge, and states that the publication of the present edition is due to the request of missionaries in the East for fresh copies. Judged in the light of a history of Mohammedanism alone, the work is at once a proof of the author's capacity, and the reception accorded to the earlier and incomplete form of the book augurs well for the future of the present volume, which may be considered as a complete and valuable addition to our Eastern literature.

The current number of the *Cornhill* contains a paper entitled "Feudal China," from the pen of the Rev. F. S. Turner, late of Hong Kong. The author, in instituting a comparison between the progress of the Western and Eastern worlds, urges in justification for what he calls the stereotyped notion that the rate of progress in China has been less rapid than that of Europe, that in the former country there has been no glacial period to establish a marked break between any two portions of its history. But he combats the idea that the admiration of the past with the Chinese is so profound that for 3,000 or 4,000 years they have done nothing but hash up the broken fragments of primeval ideas and reproduce the forms of their earliest national life. Again, the development in Europe is the results of the interfusion of diverse types of civilisation, whereas the Chinese development is entirely of home growth. Mr. Turner, however, condemns the notion which he says has got abroad that the state of things in the Far East is precisely what it was in the days of Marco Polo, and he denies that a stagnation exists either as regards religion, philosophy, or poetry. He is of opinion that China will remain stereotyped to our popular imagination only so long as we preserve our profound ignorance of the vast amount of internal activity which has been at work within her borders for ages.

The *Geographical Magazine* this month, although presenting no special feature of attraction to those interested in the Far East, contains some very valuable papers. The Oxus Expedition, the Yarkand Trade, a chapter on Human Agency in the Dispersion of Plants, together with many others, make up a good number. There is a review of the report presented to the Legislative Session of the Portuguese Cortes on the abolition of the Macao coolie trade. The concluding words of this document are worthy of reproduction. "In abolishing emigration by contract from Macao," says the report, "the Government firmly believes it has fulfilled a duty. The evil being once recognised as incurable it became necessary to put a prompt and effective stop to it. The traditions and honour of Portugal required this."

Amongst the possible candidates for the Rectorship of St. Andrew's University, the nominee of the scientific section is said to be Dr. Darwin; others say Mr. Herbert Spencer or Mr. Matthew Arnold. Mr. Herbert Spencer declined the honour on a previous occasion, while those who on the last election supported Lord Neaves are supposed to desire that the Marquis of Salisbury or Dean Stanley should be elected.

The illustrations in the November number of *Art* are quite up to the usual standard of excellence. The subjects chosen are "Diana Lassatra," by Nettleship; "Ioannes Evangelista," by Correggio; and an "Ideal Figure of Art," by T. N. Maclean. Mr. Cave Thomas contributes another chapter on the "Revised Theory of Light."

Macmillan for November has a very good table of contents, a paper on "Sir Robert Peel and the Comte de Jarnac," and a paper on "Prussia and the Vatican," which is of especial interest. "Castle Daly" has reached its twenty-seventh chapter.

Naval and Military.

The Fly, double-screw, composite gun-boat, 4 guns, 584 (464) tons burthen, 489 (120) horse-power, Commander John Bruce (1871), is being fitted at Devonport Dockyard, and will shortly be commissioned for the China Station.

The Egeria, composite-sloop, was commissioned at Devonport on the 2nd inst. by Commander Ralph L. Turton, and is being rapidly got ready for sea. She is expected to sail for China in about a fortnight.

The Secretary of State for the Colonies has appointed Surgeon-Major T. J. Orton, Army Medical Department, colonial surgeon at the Straits Settlements, with a salary of £750 a year and right to private practice.

The Cadmus, 17, wooden corvette, Capt. William H. Whyte, from China, *via* the Cape of Good Hope, arrived at Devonport on the 6th

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inst. to be paid off. The Cadmus was commissioned at Devonport on Dec. 1, 1870, and left England on Nov. 20, 1871. Medals for good conduct and long service, with gratuities of £15 and £10 respectively, have been awarded to John Cocks, leading stoker, and to John Bate, Captain of the quarter-deck.

Information has been received at the Admiralty of the death of Captain E. T. Nott, late in command of the Malabar troopship. The gallant officer entered the navy in 1845, and was employed in the boats of the Hastings at the destruction of a horde of Chinese pirates, and while afterwards acting mate of the same ship commanded a boat at the capture of Prome, and the subsequent operations on the Irrawaddy in 1852.

The German corvette Hertha, which left Kiel on the 28th ult., on a two years' cruise, arrived at Spithead on the 4th inst., and saluted the flag of Admiral Sir Rodney Mundy; she then commenced to take in coal. On the 6th she sailed for China and Japan, calling at Plymouth on her way down Channel.

The German ironclad corvette Ariadne, 6, Captain C. Ruchne, arrived at Malta on the 24th ult., from Plymouth, on her way to China. The gunboat Lapwing, Commander Sir W. Wiseman, arrived on the 23rd, from Plymouth and Gibraltar, on her way to China, and proceeded on the 31st.

The Audacious, Capt. P. Colomb, flagship of Vice-Admiral Ryder, arrived at Gibraltar on the 4th inst., and was under orders to leave again on the 7th inst. for China, touching at Malta *en route*.

A telegram has been received from Hong Kong announcing the arrival of the Victor Emmanuel on the 4th inst., with supernumeraries on board, all well.

Samuel Bishop, the leading stoker of the Avon on the China Station, has been awarded the medal for good conduct and long service, with a gratuity of £15.

From the annual report of the Royal Naval Scripture Readers' Society, just published, it appears that twelve readers are now employed.

The despatch vessel Vigilant, Lieut.-Commander Ryder, arrived at Port Said on the 6th inst., *en route* to the China station.

Lieut. G. C. Prater (1873) is appointed to the Audacious, and will proceed to China in the Egeria.

HER MAJESTY'S SHIPS ON THE CHINA STATION.

The following are the vessels which constitute the China squadron :—

Ship.	Guns.	H.-power.	Captain.
Audacious (flag ship)	14	800	Capt. P. H. Colomb.
Avon	4	120	Com. A. T. Powlett.
Charybdis	17	400	Capt. T. E. Smith.
Curlew	3	160	Com. E. J. Church.
Dove	2	60	Lieut. J. G. Jones.
Dwarf	4	120	Com. the Hon. E. S. Dawson
†Egeria	4	120	Com. R. E. Turton.
*Elk	4	120	Com. R. H. Harris.
†Fly	4	120	Com. Jno. Bruce.
Frolic	4	100	Com. C. E. Buckle.
Growler	4	120	Com. W. Stewart.
Hart	4	120	Com. T. H. Royse.
Hornet	4	120	Com. O. S. Cameron.
*Iron Duke (flag ship)	14	800	Capt. W. Arthur.
Kestrel	4	100	Com. C. B. Theobald.
Lapwing	3	160	Com. Sir W. Wiseman.
Midge	4	120	Com. J. F. G. Grant.
Modeste	14	350	Capt. F. T. Thomson.
Mosquito	4	60	Lieut. R. H. Paul.
Ringdove	3	160	Com. U. C. Singleton.
Swinger	4	60	Lieut. E. A. Bolitho.
[illegible]	2	150	Capt. H. C. St. John.
Thalia	6	400	Capt. H. B. Woollcombe.
Thistle	4	120	Com. F. Stirling.
Victor Emmanuel	2	600	Capt. G. H. Parkin.
Vigilant	2	250	Com. H. E. Ryder.

* Ordered home. † To proceed shortly.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, Nov. 4.

The news brought by last mail that Mr. Van Daalen, the editor of the *Java Bode*, had been condemned to one year's imprisonment for having calumniated the Governor-General has been received here anything but favourably. The number of those who sympathise with the articles of Mr. Van Daalen is very small; the general opinion has been, and still is, that his policy was wrong, that it showed a very low tone; but this would have been sufficiently punished by the loss of subscribers. It may be that Mr. Van Daalen used too strong terms, but I fear that his conviction will throw open the door for a great many similar cases. This prosecution has made far more sensation than the news that about one hundred European residents in Java had forwarded an address to the King, protesting against further taxation in Java. There is, I think, no one who approves of the scheme, but the residents have been somewhat too hasty.

The members of the Second Chamber met yesterday for the despatch of business. The several section reports show that the majority is anything but conciliant, anything but inclined to support the Ministry. Several papers are afraid that the Session may again be lost in *parlages* about political questions. Some of the members declare in the section reports that they regret to observe signs that the Ministry will not be limited to a *cabinet d'affaires*, and they express fear that no homogeneity exists amongst the Cabinet. It has created surprise that not a word is heard about the Reform question. Many express an opinion that our political condition is most confused, and that it will be advisable to support the Cabinet in order to prevent matters becoming still worse the more because there is no strong majority on either side in Parliament. Some members protest against the financial policy of the Cabinet, and complain that nothing is done to introduce improvements in our very bad system of taxation. They object that our revenue is still dependent upon the contribution of ten millions from India. We built our railways with colonial money, and we ought to be ashamed to obtain our new fortresses from the same source. Of much importance is the reply of the Mimister of the Colonial Department to the section report upon the Colonial Budget. Of course it is very lengthy, so that I can only give you the outlines. In the first place, he urges the necessity that the Chamber should show at once whether they approve the policy of the Minister or no. It is no more a question whether it is necessary or desirable to establish our authority in the northern part of Sumatra. We are there, and we must stay there. If we left Atchin we should greatly injure our authority throughout the Archipelago. The condition of affairs is most grave. The general health of our troops has somewhat improved, but the Atchinese give no proofs of an intention to give in. The Minister cannot yet state positively if it will be necessary to send a third expedition to Atchin, but he thinks it will not be wanted. Up to the 31st July, 2,124 lives had been lost in the different expeditions, and an amount of f.23,614,000 had been expended. The maintaining of the coffee culture is another question. The Minister thinks that it would be dangerous to further curtail the system of consignments. He has a plan for the reorganisation of the East India army, and to introduce other improvements which have become of the greatest urgency. With reference to our Colonial navy, Mr. Van Goltstein states that the supply of men-of-war will be quite sufficient when six paddle steamers of the 2nd or 3rd class, four paddle steamers of the 4th class and nine screw steamers of the 4th class are ready. These supplementary forces will be forthcoming by 1875, or even earlier.

According to the *Dagblad*, the newly elected M.P. for Hoorn, Mr. Fransen Van de Putte, will reside during the winter in Italy. Within a week or so he will leave the Hague. As soon as Prince Alexander has returned from his trip to Germany he will start with H.M. screw-steamer *Leeuwarden* for a voyage of six weeks in the Mediterranean.

I regret that I have to record the death of the Old Catholic Bishop, Hermanus Heycamp, who died at Rotterdam. He was born in 1807; his loss is much lamented.

It seems that the plan to establish an East India Brigade at Haarlem will not be realised. The burgomaster of that town communicated in the last sitting of the Council that the Minister was of opinion that it is not desirable to build a barrack for this purpose before the Chamber has given a definitive decision upon the matter.

The Society for the Welfare of the Javanese have again solicited subscriptions to an amount of f.6,000, in order to improve the education of the natives. The managers demonstrate that not enough is done by the State, and that what is accomplished is not done in the best way. I do not believe that the endeavours of the Society will be successful. The Government quite agrees with the argument that the education of the natives must be improved. The Minister hopes that since a new director has been appointed for this department he will be able very soon to report improvements.

In a former letter I told you that at the meeting of shareholders of the East India Railway Company, which was held on the 27th of October, no decision could be taken about the proposed loan and the altering of the statutes because too few shares were represented. Another meeting for the same purpose will be held here on the 24th instant. The opinion in our financial circles is that the plans will be approved of.

Much agitation prevails here about the new canal to the North Sea. The Government does not incline to complete it, and our burgomasters and aldermen are not inclined to grant the promised subsidy of three millions because the canal will not be ready in due time. As matters stand now there is some chance that we shall have no canal at all.

Some days ago the decorations of the Knighthood of the "Military William" Order were presented to Captain Huyer and to Major Cavalje, of the East India Army.

The Government has laid before the members of Parliament a Bill with reference to dogs. If this Bill becomes law everyone who keeps a dog will be obliged to provide the beast with a collar bearing the name of the owner. Wherever a mad dog is seen all the dogs in the whole province must be muzzled for sixty days.

The monument which will be erected on the grave of Major-General Kohler, the Commander-in-Chief of the first expedition to Atchin, is quite ready. It is—the papers say—beautiful. The managers of the Steam Ship Company Java will convey it without any charge for freight.

PRODUCE MARKETS.

There has prevailed a good demand in our market for Colonial Produce. Important parcels have changed hands both in public auctions and by private tender.

COFFEE.—The market is very firm since the auction, and very small lots are offered at auction prices. An advance is demanded for yellow sorts. There is a good demand for export. The quotation is for good ordinary 56½c. to 57½c.

TEA.—The auction of Java held by the Dutch Trading Company went off most satisfactorily; some very small lots only were bought in. The market closes firm.

SUGAR.—Notwithstanding that large lots of beetroot are offered prices are kept up very well. The position of the article is, however, most uncertain, and this, of course, checks business. The small lots which were sold obtained prices varying from f.½ to f.1 above November value.

RICE.—Nothing doing.

SPICES.—Attention has been fixed on the parcels which were offered for sale by the Dutch India Trading Bank. The whole quantity which was brought under the hammer was sold at firm prices. Vanilla meets with an enormous demand, and first quality Bourbon realises f.75 per half kilo.

TOBACCO.—To-day and to-morrow will be offered by private tender

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15,749 bales Java. There is still a good demand for export.

COTTON.—Dull, without transactions.

JAVA INDIGO.—There is a steady trade at unaltered prices. For inferior quality there is but a very limited demand. The stock includes 1.480 chests.

SHIPPING.

ARRIVALS.—Oct. 30, at Texel, from Batavia, Prinses Amalia (str.); 31, at Texel, from Batavia, Jason.

DEPARTURES.—Oct. 28, from Brouwershaven, for Sourabaya, Krimpen van de Lek; Nov. 1, from Texel, for Rangoon (via Liverpool), Mathilde; for Sourabaya, Ida Geertruida; 2, from Texel, for Batavia Anna Sophia.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, NOV. 10.

Contrary to the general expectation, the German Parliament was opened by the Emperor in person and with the usual formalities in the White Saloon of the Palace at Berlin, Prince Bismark being present, who handed to his Majesty the Speech from the Throne, which has been much commented on in a very unjust manner by the foreign press, from not being properly understood. I think what I said in my last letter about the re-organisation of the revived arm of the service called the *Landsturm* ought to allay any fears of an aggressive policy on the part of Germany; but if any doubts existed of the peaceable intentions of the Emperor and Prince Bismark (who drew up the Speech from the Throne) they must surely have disappeared after a perusal of the last paragraph, in which the Emperor gives a solemn assurance of his wish to remain at peace, and he is not in the habit of tampering with his word once given.

The business of the Session has now commenced in earnest, and among the first subjects for the consideration of the House was the Bill for the introduction of the new German currency in the Province of Alsace-Lorraine, where the circulation of French coins predominate, and there is no fixed relation of value with the German money. It is not intended for the present to prohibit the use of French coins, but the Bill introducing the reichsmark and pfennig fixes their value in francs and centimes in such a way that the franc is to remain a legal tender for all payments at the rate of eighty pfennigs as its equivalent, and five centimes to be equal to four pfennigs. At this rate of exchange French coins may be used in payment of taxes, duties, postage stamps, &c., in all Government Departments. No objection was made to the Bill, and it passed without a division. But though it went off so smoothly *per se*, it gave rise to a lively debate on another cognate subject that was unintentionally dragged into it. In the course of the debate a member complained of a paragraph in the "explanatory motives" accompanying the Bill that caused a wrong construction to be put on it. The words are, "The German gold coins already in circulation offer some, but not sufficient, replacement of the French gold coins now no longer current." From this he argued that any one not acquainted with the circumstances would conclude that if there was no superfluity of gold coin in the Empire, there was at least no direct scarcity, which was quite at variance with the facts of the case, as the new gold coins were so rare that public opinion believed they were all gone out of the country. He should like to receive some official information to calm down the apprehensions of the public, who were inclined to believe that it was in some way connected with the fixed price for coined silver as compared with gold.

Privy Councillor Michaelis could not deny that complaints had been made of an insufficiency of metallic currency in Alsace-Lorraine, in consequence of which the Government had quite recently sent thither a large supply of gold coin. It was not true that gold to any great amount had been exported, for though it was impossible to keep a check on the exports, the English and French import lists showed how much had been received from Germany, and the amount was quite insignificant Nor was it likely to increase for a long time, because the gold when fully introduced must first be absorbed by the people at home, before large sums could be collected and made available for export, even supposing the rate of exchange to be in favour of Germany, whilst at the present rates it would not pay to export gold.

Herr von Kardoff gathered from the remarks of the Government Commissioner that it was believed that the public were apathetic with regard to the introduction of the gold currency; but this was quite a mistaken idea, for the public were most anxiously waiting for the 1st of January, when the Currency Law would come into general operation everywhere but in Bavaria and Wurtemburg.

Dr. Bamberger protested against the way in which the debate was drifting into a subject for which the House was not prepared to enter into a discussion, and, as it was not on the order of the day, he thought it would be better to postpone any further consideration of the subject till the proposed Bank Law Bill was introduced, when the members would have ample opportunity of expressing their views and opinions.

After a few words of explanation from Herr Camphausen, the Minister of Finance, the subject was dropped and the Bill passed without any amendments in its original shape, and without a division.

The Bundesrath has been deliberating on the expediency of creating a uniform and universal sign to express the word "Reichsmark," and proposes the capital letter M. But this would manifestly cause great confusion, as 20m. may as well mean 20 metres as 20 marks. Besides the letter is already appropriated and in general use to represent metres. The sign made use of here to denote marks, which is something like our "&," is not generally known and understood in the interior, and it would be therefore far better to fix a new and arbitrary sign common to all Germany.

The Prince-Chancellor has sent a circular to all the Governments of the separate states proposing one uniform mode of packing the new coins in bags and rolls, to be observed at all the public revenue offices in the Empire. It would facilitate the control and save much time in counting large sums. He proposes that gold coins be packed in bags of 10,000 marks each, silver ditto in bags of 1,000 marks, nickel ditto of 100 marks, and copper ditto of fifty and twenty marks. For packing in rouleaux it is further proposed to use paper of uniform colour, pink for gold, white for silver, blue for nickel, and grey for copper.

A sensational telegram in *The Times* of last Monday, purporting to come from their correspondent at Berlin, and stating that the Russian Government have made up their minds at last as to the route for the Siberian railway, and decided in favour of the Orenburg line, requires confirmation, to say the least of it. The original emanates from a private telegraph agency at St. Petersburg, established by a German of the name of Krausner, and appeared in the Berlin evening papers of Saturday, and there is no reason to doubt that the correspondent telegraphed it on to *The Times* immediately. I may add that though the telegram in question appeared here in the Sunday papers nothing further about it is known, which is the more remarkable, as owing to the close relations of a commercial and financial nature between Russia and this city everything connected with those subjects is immediately known here. In the spring of this year the Russian Government granted a concession to an association of capitalists for the extension of the line from Morschansk—to which town the railway is open all the way from Moscow—to Orenburg, crossing the Wolga by a permanent railway bridge at Ssamara; by the terms of the concession the whole of the works are to be completed and the line opened for public traffic in three years, or the deposited caution-money will be forfeited. The works have been caried on with great energy all the summer on several sections simultaneously, and will be continued till interrupted by the frost. The concession was granted when Count Bobrinsky was Minister for Public Thoroughfares, but shortly afterwards he altered the whole principle of granting concessions, and made such a muddle of it that he quarrelled with the other Ministers, and finding his position no longer tenable resigned his appointment and retired into private life. Being the possessor of very extensive landed property in an agricultural district he is now residing on his estates. After an interregnum of two or three months, he was succeeded as Minister for Railways and Public Works by Admiral Possiet, who must be well known on the Eastern Coast of Asia, having served a long time on that station, where he founded the naval arsenal and dockyard at Vladivostock in Possiet Bay, after the cession of that district to Russia by the Treaty of Peking in 1860. The gallant Admiral has, it is true, entered on the duties of his office, but asked for and obtained a two-months' leave of absence, with the intention of travelling over all the Russian railways and inspecting those now in course of construction, and we have not yet heard of his return to St. Petersburg. My own belief is that the Orenburg Railway has nothing whatever to do with the Siberian line, and is being constructed for a very different purpose; and if it should be extended to Troisk and thence to the Amoor it would be a very roundabout way of going to Irkutsk and China, whereas a continuation from the present terminal station of Nijni Novgorod through Kasan, Yekatherinenburg, Omsk, and Tomsk, would lead thither in almost a direct line.

Herr Zappe, Acting Consul for Germany at Yokohama, has been appointed real Consul at that port.

COMMERCIAL.

Nothing has happened to interrupt the even course of our Produce Markets, which all continue in a calm and satisfactory condition. Of Tea the sales by importers were confined to 100 packages of Kaisow Congou, 200 ditto of Souchong, and 67 ditto of Pekoe,—all at previous rates. Rice appears to be giving way; some transactions in inferior and broken are reported at lower rates, and other sorts might be bought cheaper. Cassia-Lignea is firm, and meets a moderate sale at 65 to 66 marks. Flores is in demand at 110 to 112. Pepper has had a trifling fall, but is now recovering, but is still somewhat lower than last reported. Of Spelter there is none in loco, and is offered at 25½ marks for arrival per rail.

There is an improvement of from ½ to 2 per cent. in the value of most of the shares of the Hamburg banks, but the transactions in them were of limited extent. The following are the last quotations:—Norddeutsche 147½ to ¾, International [illegible] conto, 83, Hamburg and Berlin 100, Hypothek 117¼. Others not quoted.

SHIPPING.

No arrivals to report, and the only departures are the Papa to Hong Kong, and the Cassandra (str.) to Singapore and China.

The Tek-Li, for Shanghai, put back to Cuxhaven from stress of weather, as reported in last letter, has again proceeded to sea.

Miscellaneous.

MR. GLADSTONE ON THE VATICAN DECREES.

The echoes of Mr. Gladstone's article upon Ritualism in the *Contemporary Review* have scarcely died away, when he again appears upon the field of current controversy in a Pamphlet upon the Vatican Decrees in their bearing on Civil Allegiance. The Pamphlet, indeed, arises out of the article, and is perhaps an illustration of the perils a statesman incurs who indulges in pamphleteering. His words are apt to touch some feeling or interest besides that which he had immediately in view, and a demand arises for explanations and justifications. Valuable, indeed, as the present Pamphlet may be in many respects, we cannot but contemplate with some alarm the mass of reading, if not of writing, which it may possibly entail upon its author. It is described on the title page as "A Political Expostulation." The Expostulation is addressed to English Roman Catholics, and it formally challenges them, in justice to themselves and their country, to demonstrate, if they can, how the obedience now required of them by the Pope can be reconciled with the integrity of their civil allegiance.

But these considerations enhance rather than otherwise the interest of the pamphlet. It deals with a controversy which is agitating Europe, and Mr. Gladstone's interposition will be of importance far beyond the limits of this kingdom. The main scope of the pamphlet

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is to justify a single passage in the previous article. Referring to the question "whether a handful of the clergy are or are not engaged in an utterly hopeless and visionary effort to Romanise the Church and people of England," Mr. Gladstone had said :—

"At no time since the bloody reign of Mary has such a scheme been possible. But if it had been possible in the seventeenth or eighteenth centuries, it would still have become impossible in the nineteenth: when Rome has substituted for the proud boast of *semper eadem* a policy of violence and change in faith; when she has refurbished and paraded anew every rusty tool she was fondly thought to have disused; when no one can become her convert without renouncing his moral and mental freedom and placing his civil loyalty and duty at the mercy of another; and when she has equally repudiated modern thought and ancient history."

This pamphlet has called forth a letter from Dr. Manning, in which, addressing *The Times*, he says :—

"This morning I received a copy of a pamphlet entitled 'The Vatican Decrees in their bearing on Civil Allegiance.' I find in it a direct appeal to myself, both for the office I hold and for the writings I have published. I gladly acknowledge the duty that lies upon me for both those reasons. I am bound by the office I bear not to suffer a day to pass without repelling from the Catholics of this country the lightest imputation upon their loyalty; and, for my teaching, I am ready to show that the principles I have ever taught are beyond impeachment upon that score.

"It is true, indeed, that in page 57 of the pamphlet, Mr. Gladstone expresses his belief 'that many of his Roman Catholic friends and fellow-countrymen,' are, 'to say the least of it, as good citizens as himself.' But as the whole pamphlet is an elaborate argument to prove that the teaching of the Vatican Council renders it impossible for them to be so, I cannot accept this graceful acknowledgment, which implies that they are good citizens because they are at variance with the Catholic Church.

"I should be wanting in duty to the Catholics of this country and to myself if I did not give a prompt contradiction to this statement, and if I did not with equal promptness affirm that the loyalty of our civil allegiance is not in spite of the teaching of the Catholic Church but because of it."

The Times, at the request of Lord Acton, has published what his Lordship calls a preliminary reply to Mr. Gladstone's public Expostulation. This reply, which is addressed to Mr. Gladstone, is lengthy, and concludes with the following remarks :—

"That opinions likely to injure our position as loyal subjects of a Protestant Sovereign, as citizens of a free State, as members of a community divided in religion, have flourished at various times, and in various degrees, that they can claim high sanction, that they are often uttered in the exasperation of controversy, and are most strongly urged at a time when there is no possibility of putting them into practice—this all men must concede. But I affirm that, in the fiercest conflict of the Reformation, when the rulers of the Church had almost lost heart in the struggle for existence, and exhausted every resource of their authority, both political and spiritual, the bulk of the English Catholics retained the spirit of a better time. You do not, I am glad to say, deny that this continues to be true. But you think that we ought to be compelled to demonstrate one of two things—that the Pope cannot, by virtue of powers asserted by the late Council, make a claim which he was perfectly able to make by virtue of powers asserted for him before; or that he would be resisted if he did. The first is superfluous; the second is not capable of receiving a written demonstration. Therefore, neither of the alternatives you propose to the Catholics of this country opens to us a way of escaping from the reproach we have incurred. Whether there is more truth in your misgivings or in my confidence the event will show, I hope, at no distant time."

THE IMPORT TRADE OF JAPAN.

Some interesting remarks on the causes of the decrease which has occurred of late years in the imports of Japan are contained in the annual report of the German Consulate at Nagasaki. It is evident, says the writer, that the Japanese merchants have greatly over-estimated the requirements of the country, in consequence of which there is a superfluity in all the markets of European manufactured and other goods, and prices have fallen accordingly. It is certainly singular that a country of about thirty millions of inhabitants should not be able to consume a greater quantity of European goods than it has hitherto done, and this can only be accounted for by the fact that the majority of the people are very poor, wearing but little clothing in winter and often none at all in summer, besides which the hand-woven Japanese cotton stuffs are very durable and wear a long time, so that many Japanese would rather buy them than European stuffs, though the latter are cheaper. It is also to be remarked that the Japanese take great care of their clothes, and consequently do not often require to buy new ones. The Japanese merchants, too, are very tenacious in keeping down the prices of imported goods; the competition of Europeans has accustomed them to low prices, and they now do all they can to prevent a rise. The overstocking of the country with European goods of all kinds caused very heavy losses last year, both to foreign and native traders, and has produced a feeling of stagnation and apathy in business which has never been observed before. "An important incident," continues the report, "in the history of last year's import trade was the rumour which was circulated in Japan that the Government intended to issue an edict according to which all Japanese subjects were thenceforward to dress in the European style. The absurdity of this rumour was evident, for much more money is required for European clothing than the majority of the population could afford; but the Government was just at that time introducing a number of novelties which were equally unexpected, and there were a great many Europeans as well as Japanese who, though they did not quite credit the report, yet allowed themselves to be intimidated by it. This caused a great want of confidence in business; the Japanese became cautious and reserved, while the foreigners did all they could to sell their goods, as they were not suited either in size or in material for European clothing. At last it became certain that the dreaded edict was not to be issued after all; but the distrust and the fall in prices which it caused remained, and have continued ever since." The report states in conclusion that there is no present prospect of an improvement in this state of things, and that great caution should therefore be recommended to all persons who have business dealings with Japan.

RANGOON AND WESTERN CHINA.

At the inaugural banquet of the Morley Working Men's Conservative Association Sir Charles H. Firth, in proposing the toast of "Her Majesty's Ministers and both Houses of Parliament," said how well the Conservative Ministry was doing its duty, not only to its party but to the nation generally. Even their opponents were giving them credit for the statesmanlike manner in which our affairs were being managed; and they were bound to do so, for the country could not be better governed by any Ministry. He hoped it would be given to the present Government to open up commerce with more nations than we had at present the privilege of dealing with. He observed with much satisfaction the arrangements which the Marquis of Salisbury had made with the view of finding out whether it was practicable to get a railway between Rangoon and Western China, so that trade with this country (which was at present so much wanted) might be opened up with that great empire. They wanted a Government which would undertake such valuable work as that, and not one which would break to pieces, and alter institutions, and fritter away session after session about things which they cared nothing about. England had been called a nation of shopkeepers. They were, and they were proud to be a nation of shopkeepers; and one thing which they desired was that Her Majesty's Ministers and the Houses of Parliament would look to the commerce of the country, and not allow Germany to rob us of what we had so long enjoyed and been so proud of. Germany, through its war, had acquired greater prestige, and was carrying its spirit and enterprise into commerce. The Germans were able to produce goods cheaper than we could; and the French nation, which had been such an admirable customer to us, being crippled in finances, was now obliged to buy in the cheapest market, and that market was Germany, instead of England

THE WAR IN ATCHIN.

The *Pall Mall Gazette* says :—Referring to the recent discussion in Holland of the policy pursued in Atchin, and General Van Swieten's defence of it, it may be interesting to note, from independent sources, that the actual measures taken for garrisoning the citadel won—which is known locally as Kotta Raja—agree exactly with the moderate proposals originally made, and defended by the General as sufficient. Colonel Pel was left at the Kraton with a force of 2,600 infantry, 600 artillery, and 60 engineers, which General Van Swieten calculated would be enough to hold easily the strong works previously put in order, and to detach a column of one thousand men at any time from them, so as either to dislodge any hostile body showing itself near, or to keep perfectly clear the strip of three miles of ground which intervenes between Kotta Raja and the harbour where the Dutch vessels lie. Colonel Pel's instructions directed him to guard what had been won effectively, including, of course, the all-important communication with the sea; but to undertake no offensive operation not actually required for his own security, and to use all proper means to make peace with the native Powers. As it is known that a number of dependent chiefs have since voluntarily entered into terms with the Dutch, while the attacks of the war-party among the Atchinese who keep the Sultan from submission have been shattered quite as easily as that of the Ashantees last year on our own post of Abracrampa, it may be inferred that the Dutch are fairly established in Sumatra, and little likely to quit it. It is as well to note, in contradiction of the loose statements of certain correspondents as to the deadly nature of the climate of Atchin, that the greater part of Colonel Pel's garrison are volunteers from the late expedition, and that there has been no difficulty in supplying the vacancies in it by men offering themselves for the relieving parties.

Russian Opinion of England in the Far East.—The Russian press has a very enlightened idea about our relations with China and Japan. The *Invalide* says that England, having failed to involve Japan in a pernicious war with China, is now trying to humiliate the Mikado by refusing to withdraw her garrison from Yokohama. The Mikado is, however, determined to urge his demand, and, in return for an amendment of existing Treaties, will admit foreigners to the interior. While Japan is so fast becoming an important naval Power, to the great annoyance of the British Embassy, "China," the same semi-official organ continues, "is equally anxious to strengthen her defences. She has already 100,000 men armed with European rifles, her European gunboats have proved a perfect success in a raid against the Yellow Sea pirates, and she has just ordered a fresh supply of Krupp cannon, at the cost of 14,000,000 roubles." The Corea Government have accorded the Chinese sundry commercial privileges, which it is expected will be shortly extended to other nations.

A correspondent, writing to the *Pall Mall Gazette*, with reference to Colonel Gordon's expedition, quotes a letter from the Colonel, dated 2nd of August, in which he says :—"I have done a good stroke of work in getting rid of three large slave stations, though it has given me some trouble. They used to send down 1,000 slaves per annum. It is little by little any good can be done, and to do it you must not spare pains, but go everywhere and see for yourself. The sources of the Nile can wait for a time, as they have done for some hundreds of years; and human beings are more important than they are." And in another letter :—"I have no high-flown ideas of being able to civilise Africa; all I can do is to give the blacks peace and security."

The Nederland Company's steamer *Voorwaarts*, from Southampton on the 21st September, arrived at Batavia, *via* Padang, on the 29th Oct., having made a passage of thirty-seven days' inclusive of stoppages.

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EXPORTS FROM GREAT BRITAIN TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship	For	From	Date Cleared.	Coals and Coke.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Pig Iron.	Yellow Metal and Copper.	Lead.	Tin Plates.	Spelter.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist, and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	Rum.	Geneva.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas and Sail Cloth.	Rope, Cordage and Twine.	Tar and Pitch.
				Tons.	Tns.	Tons.	Tns.	Tons.	Tns.	Bxs.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals.	Gals.	Gals.	£.	£.	£.	£.	Brls.
Corea	Shanghai	London..	Sept. 19	...	150	...	...	...	...	...	...	...	222	246250	...	...	...	...	...	...	...	...	181	645	...	...	49	...	153	...	...	...	...	...	...
Star of the South	Singapore	,,	Oct. 2	316	125	...	...	...	...	...	...	15	1135	...	...	...	...	...	...	...	...	...	257	...	...	...	51	...	430	9500	218	...	...	...	...
Miako	Hong Kong ...	,,	,, 7	...	176	...	...	...	156	...	...	21	891	...	...	...	...	...	...	...	100	...	97	...	...	440	656	501	92	...	212	...	...	37	...
Evelyn	Yokohama	,,	,, 9	...	74	2	55	...	...	...	..	...	18	...	...	...	...	...	...	700	...	...	57	147	...	440	301	50	592	5088	...	...	...	270	10
Do.	Hiogo	,,	,, 9	...	...	...	20	...	...	...	...	...	85	...	...	...	...	...	...	20020	...	...	...	...	...	...	120	...	...	44	...	...	...	8	5
Lion	Colombo	,,	,, 22	...	8	93	...	...	...	...	...	...	872	...	...	...	...	...	...	...	...	...	9	200	...	...	44	624	...	500	25	...	...	...	...
Gleam	Penang	,,	,, 22	...	115	52	...	...	...	...	...	...	200	...	...	...	70	...	245	...	...	...	148	340	...	600 cs.	44	...	150	...	...	...	...	...	...
Mora	Yokohama	Livrpool.	Sept. 18	284	100	...	21	...	6	...	...	11400	...	9378	...	...	...	...	...	40010	...	...	13	...	...	...	...	174	...	...	...	...	...	...	...
Hawkhope	Batavia	,,	Oct. 24	...	150	21	...	...	...	...	14	...	581	131435	...	...	...	...	836	10760	...	11	16	...	...	...	...	111	...	100	214	...	...	...	...
Do.	Sourabaya	,,	,, 24	55	...	...	...	...	...	...	...	...	12	...	...	...	...	...	65	...	...	...	5	...	...	...	...	...	...	...	199	...	...	...	...
County of Stirling	Batavia	Glasgow	Sept. 29	170	342	...	...	...	...	...	...	3350	633	7988	5980	...	135	100	...	9300	...	...	99	...	...	...	...	...	...	...	150	...	...	...	...
Stanfield	Singapore	,,	Oct. 10	158	373	...	10	...	...	...	...	...	60	...	...	...	...	650	...	1250	40	...	281	...	...	...	...	...	105	875	171	...	470	...	...

EXPORTS FROM GREAT BRITAIN, &c—(*Continued.*)

Ship	For	Gunpowder.	Earthenware and Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Fruits.	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats and Caps.	Saddlery.	Toys and Fancy Goods.	Upholstery and Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition	Umbrellas.	Tobacco.	Pianos & Musical Instruments.	Matches.	Goods Manufactured.	Effects.	Mineral Water.	Indiarubber Manufactures.
		lbs.	£.	Cwt.	Cwt.	£.	£.	Cwt.	£.	£.	£.	£.	£.	£.	£.	£	£.	£.	£.	£.	lbs.	£.	£.	£.	£.	£.	£.
Corea	Shanghai	170000	1776	...	...	...	...	...	...	10	25	4	...	...	...	...	44	...	1495	...	...	...	...	...	...	...	...
Star of the South	Singapore	12714	455	...	...	45	...	...	...	150	118	10	17	...	...	350	...	...	400	...	...	...	175	510	...	...	...
Miako	Hong Kong ...	83500	1506	6	...	142	...	...	...	100	...	...	70	...	...	...	18	188	12	234	...	42	...	33	...	...	...
Evelyn	Yokohama	...	411	...	2& £20	53	2	...	...	150	...	1039	...	...	...	...	...	52	13	...	...	...	1110	197	20	...	...
Do.	Hiogo	...	...	235	...	...	...	...	...	18	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Lion	Colombo	49000	1387	...	...	...	...	...	...	104	...	191	...	...	...	...	...	...	...	...	...	...	468	40	...	...	...
Gleam	Penang	...	180	...	...	...	...	...	...	...	...	...	...	...	...	...	...	82	...	...	...	...	...	10	...	...	...
Mora	Yokohama	...	...	50	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	110	...	...	...	...	...	...
Hawkhope	Batavia	...	1122	864	...	...	...	...	...	...	...	...	...	...	...	...	...	232	...	...	...	...	...	...	...	120	...
Do.	Sourabaya	...	24	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
County of Stirling	Batavia	...	2644	2000	...	...	...	...	...	...	...	55	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Stanfield	Singapore	...	540	...	...	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	43

ADDITIONAL.—Per *Corea*.—Corks, £22; wood work, £35; cement, £48; flints, £18; guns, 130 tons.

Per *Star of the South*.—Corks, £41; cement, £267; felt, £70; retort fittings, £199; fire clay and bricks, £239; beef and pork, 9 cwt.

Per *Miako*.—Cement, £36; corks, £10; sheathing felt, £100. For Shanghai. Bottled beer, 139b. 1f. 2c.; effects, £3.

Per *Evelyn*.—For Yokohama: Cement, £10; railway materials, £903; steel, 6 tons. For Hiogo: Cement, £270. For Kobe: Cement, £250; railway materials, £4,607.

Per *Lion*.—Memorial stones, £2; chalk, £3; cement, £26.

Per *Gleam*.—Fire bricks, £3; cement, 38 tons.

Per *Mora*.—Railway materials, £5,455.

Per *County of Stirling*.—Grindstones, £30; felt, £350.

Per *Kendrick Fish*, from Liverpool to Singapore, cleared Sept. 16.—Coal, 1,775 tons.

Per *Queen of the Lakes*, Greenock to Galle, cleared Oct. 9.—Coal, 1,560 tons.

Per *Setze*, Glasgow to Manila, cleared Oct. 29.—One iron steamer in pieces, £1,400; engravings, £25.

Per *Emma Ives*.—British spirits, 9 gals.; effects, £20; galvanised iron, £1,403; flour, £411; painters' materials, £204; cordage, £19; pine boards, £5; bar iron, 20 tons; preserved provisions, £263; soap, 65 cwt.; engravings, £3; earthenware, £855; chemicals, £255; oil, 592 gals.; machinery, £18; coals and coke, 357 tons; hardware, £574; pig iron, 30 tons.

Per *Saleta*.—Canvas, £1,200; hats, £447; hardware, £1,560; manufactures, £33; stationery, £193; oilman's stores, £2; saddlery, £3; yarn, 9,720 lbs.; machinery, £4,730; fancy goods, £20; painters' materials, £425; wooden wheels, £19; earthenware, £1,538; bar iron, 17 tons; woollen manufactures, £70; rice bags, £190; plain cottons, 18,400 yards; coal, 10 tons; coloured cottons, 103,063 yards; oil, 1,045 gallons.

Per *Emma and Robert*.—For Sourabaya: Iron and woodwork, £65. For Batavia: Harmoniums, £100; hardware, £57.

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The only Soap recommended by medical celebrities for hygienic purposes and he beauty of the skin.

The creamy froth constitutes a nutritive lotion, which preserves the brightness, he freshness, and the suppleness of the skin, and increases its whiteness.

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new composition of Glycerine and Bismuth.

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A NEW PASTE DENTIFRICE.

This composition preserves the enamel of the teeth, increases their whiteness, and exercises a hygienic action on the gums, which are kept in a firm, fresh and rosy condition.

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A nutritive melting Pomade, for preserving and improving the hair.

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For softening, strengthening, and refreshing the skin.

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(THE SECRET OF BEAUTY.)

For refreshing the tissues of the skin.

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For preserving and giving brightness and softness to the skin.

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A liquid compound of refreshing flowers.

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A hygienic lotion, strengthening and refreshing, for the special use of the ladies' toilet.

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INVISIBLE AND ADHERENT

For giving whiteness velvety softness, and freshness to the skin.

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(The basis being Glycerine and Bismuth.)

Freshness, velvety softness, and youthful brightness of complexion.

This extremely delicate preparation, in which the plastic properties of bismuth are associated with the hygienic virtues of glycerine, contains, but in a still greater degree, all the essential elements of the Crême Pompadour. This composition is the most efficacious for making wrinkles disappear, and for preserving and restoring to the complexion the natural freshness of youth.

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For preventing wrinkles and refreshing the face.

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Concentrated Perfumes for the Handkerchief.

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Cleanse the mouth and preserve the enamel.

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Au Mastic de Chio.

For imparting freshness and sweetness to the breath.

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Indispensable for preserving the health, beauty, and freshness of the skin

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MANAGER.—Theod. Dromel.

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The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office

ORIENTAL BANK CORPORATION.

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RESERVED FUNDS, £500,000.

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J. THOMSON, Chairman.

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LONDON MANAGER—W. H. Vacher, 32, Lombard-street

BANKERS—London and County Bank.

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Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

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They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

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THE BEST IN THE WORLD.—Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter or Lard. Bread made with this Powder is much easier to digest, and much more wholesome than that raised with yeast, and a larger quantity is obtained from the same weight of flour. One trial will convince the most sceptical of its superiority over others. Sold by Grocers, Chemists, and Oilmen in 1d packets; 6d., 1s., 1s. 6d., and 2s. Tins. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

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1. RUTTER'S SILK AND TEA TABLES. Price 10s.
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WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c &c.

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Drawing and Reading-room free to Passengers.

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Sir SAMUEL BAKER,

In his work on the Sources of the Nile, says:—

"I ordered my dragoman Mahomet to inform the "Faky that I was a doctor, and that I had the best "medicines at the service of the sick, with advice "gratis. In a short time I had many applicants, to "whom I served out a quantity of Holloway's Pills. "These are most useful to an explorer, as, possessing "unmistakable purgative properties, they create an "undeniable effect upon the patient, which satisfies "him of their value."

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Restaurant and Table d'Hote. Baths and all other conveniences.

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FIRST-CLASS English Family Hotel. Highly recommended.

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12, RUE CASTIGLIONE, 12.

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THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

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OVERLAND ROUTE and SUEZ CANAL.—Under contract for conveyance of H.M.'s Mails.—The PENINSULAR AND ORIENTAL COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, for Gibraltar, Malta, Port Said, Suez Aden, and Bombay.

Every second Thursday for Ceylon, Madras, Calcutta, Straits, China, and Japan.

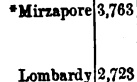
Corresponding steamers are despatched from Venice every Friday, and from Brindisi every Monday, to Alexandria, with the Overland portion of the mails and passengers.

For full particulars apply at the Company's Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
Tanjore...	2,245	400	Nov. 12	Mediterranean, Aden, Bombay.
*Pekin.....	3,777	600	Nov. 19	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Indus ...	3,478	500	Nov. 26	Mediterranean, Aden, Bombay.
*Mirzapore	3,763	600	Dec. 3	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Lombardy	2,723	450	Dec. 10	Mediterranean, Aden, Bombay.
*Mongolia .	2,833	530	Dec. 17	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Avoca ...	1,481	250	Dec. 24	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.



OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Provence ...	Nov. 22	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Tigre ...	Dec. 6		
Amazone ...	Dec. 20		

The Steamers of the 22nd Nov, and 20th Dec. connect at Aden with the Steamers for Reunion and Mauritius.

The Steamer of the 6th Dec. connects at Galle with the Steamer for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M
„ Algiers ... ... „ „ „

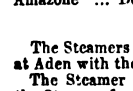
The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

SHORT SEA ROUTE to AUSTRALIA, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

Offices, No. 34, Leadenhall-street, London, E.C.



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A steamer calls at Southampton for goods and passengers once a month.

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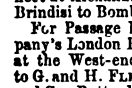
Apply for Freight and Passage to the Manager, T. C. SCHOL, Amsterdam; or to the Agents for England, J. N. SEARS and Co., 17, Fenchurch-street, London.



FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail.
Kingdom of Saxony	538	Wright Bros. & Co.	Nov. 15
Fleurs Castle, s.s. ...	2,470	Thos. Skinner & Co.	Nov. 17
Scotland, s.s. ...	2,645	Norris & Joyner...	Nov. 19
LIVERPOOL.			
Sarpedon, s.s. ...	1,619	Alfred Holt ...	Nov. 12
Priam, s.s.	1,572	„ ...	Nov. 25
GLASGOW.			
Singapore, s.s. ...	1,700	T. Skinner & Co.	Nov. —
Bowen, s.s.	1,700	„ „	Dec. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

Steam via the Suez Canal. Last shipping day, 14th November.

FOR PENANG, SINGAPORE, YOKOHAMA, and HIOGO, the well-known Clyde-built screw steam ship ABBOTSFORD, AB1, 1,035 tons register, 500-horse power effective; CHARLES PATTERSON, Commander; Victoria Docks. This fine steamer is noted for her rapid passages to Bombay and China, and for the splendid order in which she always delivers her cargo.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

Freight payable on delivery of bills of lading.

Steam via the Suez Canal.

TO SINGAPORE, HONG KONG, SHANGHAI, YOKOHAMA, AND HIOGO. Taking cargo for transhipment to Java, Australia, &c., at through rates at shippers' risk. Last shipping day 18th November. The favourite full-powered screw steamer SCOTLAND, 100 A1, 2,645 tons gross; 1,694 tons nett; 400-horse power nominal; JOHN JAMES, Commander: South West India Docks. This magnificent steamer from her very great power offers the most favourable opportunity for goods and passengers; the elegant and spacious cabins being replete with every comfort.

For Freight or Passage apply to the owners, TEMPERLEYS, CARTER, and DARKE, 21, Billiter-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (Corner of Cornhill).

Steam via the Suez Canal.

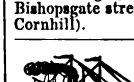
TO PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates at shippers' risk; last shipping day, 2nd Dec.; the favourite Clyde-built full-powered screw steamer BENLEDI, 100 A1, 1,557 tons gross, 1,000 tons nett, 160-horse power nominal; J. W. BUCHANAN, Commander; South West India Docks. This fine steamer is well and favourably known in the China trade, and has splendid accommodation for saloon passengers.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

FOR CHINA AND JAPAN.—The undermentioned high-classed ships will be despatched as follows:—

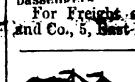
Port.	Ship.	Class.	Dock.	To sail.
Hong Kong..	Ceylon	A1 12 yr.	E.I.D.	With des.
Chefoo, Tientsin, & Newchwng	Ousuri ...	A1 8 yr.	E.I.D.	With des.
Yokohama ...	Annie Braginton.....	A1 14 yr.	E.I.D.	With des.

For Freight, &c., apply to NORRIS and JOYNER, 126, Bishopsgate street Within, London, E.C. (corner of Cornhill).



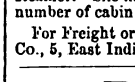
CASTLE LINE OF STEAM PACKETS FROM LONDON—FOR SINGAPORE HONG KONG, AND SHANGHAI (last shipping day Nov. 16).—The magnificent, new, Clyde-built steamship FLEURS CASTLE, 2,470 tons, 100 A 1, 360-horse power, nominal, G. B. DICKIE, Commander; South West India Dock. The attention of shippers and passengers is directed to this splendid steamer. She has excellent accommodation for a limited number of cabin passengers.

For Freight or Passage apply to THOMAS SKINNER and Co., 5, East India-avenue, Leadenhall-street, E.C.



CASTLE LINE of STEAM PACKETS from LONDON.—To follow the "Fleurs Castle.'—For SINGAPORE, HONG KONG, and SHANGHAI, the magnificent new Clyde-built steamship GLAMIS CASTLE, 2,380 tons, 100 A1, 300-horse power nominal; W. HOLMS, Commander, will load in the South-West India Dock. The attention of shippers and passengers is directed to this splendid steamer. She has excellent accommodation for a limited number of cabin passengers.

For Freight or Passage apply to THOMAS SKINNER and Co., 5, East India-avenue, Leadenhall-street, E.C.

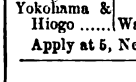


ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Sing., Hg.Kg. & Japan ...	Min.s.s.(new)	A1 100	S.W.I.D.	Nov. 14
Shanghai ...	Forward Hol	A1 17 yr.	S.W.I.D.	With des.
Yokohama & Hiogo	Walton	A1 10 yr.	S.W.I.D.	With des.

Apply at 5, Newman's-court, Cornhill, London, E.C.

CHINA.



THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Osaka	A1 17 yr.	E.I.D.	To follow
Hong Kong	Rollo	A1 13 yr.	W.I.D.	To follow
Shanghai ...	Deerhound...	A1 17 yr.	E.I.D.	With des.
Shanghai ...	Sir Lancelot	A1 16 yr.	E.I.D.	To follow

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

GLEN LINE OF STEAM PACKETS.—For SINGAPORE, HONG KONG, SHANGHAI, YOKOHAMA, and HIOGO, taking goods at through rates to Java Ports, the magnificent full-powered British owned s.s. STATE OF VIRGINIA, 100 A1, 2,473 tons register, 400-h.p. nominal, Capt. MUDIE. This superior ship is handsomely fitted, and furnished with all requisites for both first and second-class passengers, and presents an unusually favourable opportunity to such desiring every comfort and speed.

This boat was built and engined by the same builders as the "Glens," and is equal to them in all respects, but having larger passenger accommodation and increased speed, and will be despatched on the 3rd Dec.

Apply to McGREGOR, GOW, and Co., 1, East India avenue, E.C.

N.B. Is now loading at Glasgow, where she will take such cargo as may offer for a few days, and thereafter proceed to her berth in the South West India Docks.

NERVA, MARCHAND, & Co.,

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MILITARY EQUIPMENTS, &c.

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ESTATE AND GENERAL AGENT,

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T. W. JACKSON,

COMMISSION AGENT

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THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

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Hamburg	R. CARL.
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Holland—Rotterdam..	H. A. KRAMERS.
„ Amsterdam...	MACKAY, BOOMKAMP, and Co.
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Venice	GAETANO FERRI, Piazza de Leoni, 316.
Rome	PIALE, Piazza di Spagna.
Brindisi	G. RIVELLI.
Lisbon	AUGUSTE PEDRO CAELHO, Rua dos Poyacs d'S. Bento 20.
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San Francisco... ...	WM. E. LOOMIS, Washington-street.
Port Said	ZANNOS and BROADBENT
Aden	COWASJEE DINSHAW.
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Shanghai	H. FOGG and Co.
Hankow	
Tientsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL and Co.
Osaka and Hiogo ...	K. DE PIOTROWSK.
Yokohama	E. L. B. MCMAHON.

OFFICE, 2, COWPER'S-COURT, CORNHILL (Over the Jerusalem).

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Wednesday, Nov. 11, 1874.

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VIA BRINDISI.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 586.] LONDON, TUESDAY, NOV. 24, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Nov. 24.
JAPAN—Yokohama	Aug. 14	Oct. 1	Oct. 6
Yedo			
Osaka and Hiogo	—	—	Sept. 28
Hakodadi			
Nagasaki	—	—	Oct. 4
CHINA—Peking	—	—	Sept. 28
Tien-tsin	—	—	Oct. 1
Chefoo	—	—	„ 2
New-chwang	—	—	Sept. 30
Hankow	„ 7	Sept. 23	Oct. 3
Kiu-kiang	—	—	Sept. 30
Chin-kiang	—	—	„ 11
Shanghai	„ 21	Oct. 3	Oct. 9
Ningpo	—	—	„ 7
Foochow	„ 21	„ 3	„ 11
Formosa			
Amoy	—	—	„ 12
Swatow	—	—	„ 13
Hong Kong	Sept. 4	„ 10	„ 15
Canton	—	—	„ 13
Macao	—	—	„ 14
PHILIPPINES—			
Manila	Aug. 14	Sept. 20	Sept. 30
COCHIN-CHINA			
Saigon	„ 28	Oct. 2	Oct. 11
SIAM — Bangkok	Sept. 4	„ 7	„ 11
BORNEO			
Labuan	—	—	„ 2
Sarawak	—	—	„ 7
JAVA — Batavia	„ 11	„ 14	„ 16
Samarang	—	—	„ 10
Sourabaya	-	—	„ 13
MALACCA STRAITS—			
Singapore	„ 18	„ 19	„ 22
Penang	„ 18	„ 17	„ 24
CEYLON—			
Galle	Oct. 2	Oct. 22	„ 31
Colombo	„ 2	„ 24	„ 29

THE MAILS, &c.

The P. and O. mail, bringing the above advices, was delivered, *via* Brindisi, this morning, being one day late. The next inward (French) mail, with advices Yokohama 13th, Shanghai 16th, Hong Kong 22nd, Singapore 30th Oct., which is due, *via* Marseilles, on Monday next, the 30th inst., left Suez on the 17th inst., three days in advance of its due date, and may be expected in London on Friday or Saturday.

The P. and O. steamer *Khiva*, with the heavy portion of the present inward mail, is not expected to arrive at Southampton before the 2nd prox., having been detained by heavy weather in the Mediterranean.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. Steamer *Malta*, arrived Nov. 21.—From Galle: Mr. Case. From Shanghai: Mr. and Mrs. Kecton. From Yokohama: Mr. J. Nuvo, Mr. J. Sanjo. To Venice.—From Hong Kong: Mr. Hutcheson, Capt. Horseman, Mr. D. A. Darling, Mr. F. S. Deacon, Mr. E. M. Long, Mr. F. Gobien, Mr. J. R. Morewood. From Singapore: Mr. and Mrs. James.—From Galle, Mr. Harper.

To Southampton, per P. and O. steamer *Khiva* expected 2nd December.—From Galle: Capt. Hogg, R E. From Hong Kong: Mr. F. Lavengen, Mr. B. Miller, Mr. R. Porter, Sergt. and Mrs. Flanagan, Mr. E. Power, Mr. Andrews, From Yokohama, Lieut. Polkinghorn, Mr. and Mrs. Lemare, Mrs. Dick and two children, Mrs. Doyle and three children. From Singapore: Mr. and Mrs. Scott, Mrs. Donaldson.

PASSENGERS OUTWARD.

Per French steamer *Provence*, Nov. 22.—To Yokohama: Mdme. Marie, Mr. Harard, Mr. L. Canal, Mr. Sharples, Mr. Castelli and family. To Hong Kong: Mr. Kruse, Miss Germain. To Shanghai: Mr. Erminius. To Singapore: Mr. H. Hersen, Mr. Victor Arnold, Mr. Roensch, Mr. Camell. To Galle: Mr. Journy, Mr. R. B. Harvey, Mr. Rawdin. To Batavia: Mr. Brevet, Mr. J. H. de Vries, Mr. H. Siccama. To Saigon: Mr. Brown, Mr. Bailly.

Per French steamer *Tigre*, Dec. 6.—To Yokohama: Mr. Pateman, Mr. B. De Mares. To Galle: Mr. and Miss Sabonadiere, Mr. and Miss Layard, Mr. and Mrs. Somes. To Shanghai: Mr. C. Burnet, Mrs. Simpson, Mr. A. Gerrard.

Per French steamer *Amazone*, Dec. 20.—To Yokohama: Mr. Sameshima, Mr. S. Okumura, Mr. Kawakami, Mr. T. Nagasawa. To Singapore: Mr. and Mrs. Sackermann. To Saigon: Mr. Cormean, Mr. Galla.

Per French steamer *Ava*, Jan. 3.—To Hong Kong: Mrs. Bell.

Per P. and O. steamer *Pekin*, from Southampton, Nov. 19.—To Singapore: Mr. A. Watson, Mr. Unwin, Mr. Gibson, Mr. and Mrs. Gentle. To Galle: Dr. Coghill. To Ceylon: Mr. Arthur. To Shanghai: Mr. H. F. Holt. To Hong Kong: Mr. G. Northcote.

Per P. and O. steamer *Malta*, from Brindisi, Nov. 30.—To Hong Kong: Mr. A. Chant. To Singapore: Mr. C. Low.

Per P. and O. steamer *Mirzapore*, from Southampton, Dec. 3.—To Shanghai: Mr. G. Rose, Mr. E. G. Rose. To Hong Kong: Mrs. Wardlaw, Mr. G. Ewing. To Singapore: Mr. H. Taylor.

Per P. and O. steamer *Sumatra*, from Venice, Dec. 11.—To Ceylon: Mr. G. H. Withers, Mr. J. McMocher, Mr. J. V. Bell, Mr. J. H. Owen.

Per P. and O. steamer *Sumatra*, from Brindisi, Dec. 14.—To Hong Kong: Rev. Raimondi and friend, three Sisters of Charity.

Per P. and O. steamer *Lombardy*, from Southampton, Dec. 10.—To Yokohama: Mr. Flourr.

Per P. and O. steamer *Mongolia*, from Southampton, Dec. 17.—To Singapore: Miss Cook.

Per P. and O steamer *Malta*, from Brindisi, Dec. 28.—To Hong Kong: Mr. C. Braun. To Ceylon: Mr. G. Russell, Mr. G. Drysdale.

Per steamer *Sarpedon* (Holt's Line), from Liverpool, Nov. 13.—To Singapore: Mrs. Van Straten and family. To Hong Kong: Mr., Mrs. and Miss Wilcox and family.

Per steamer *Fleurs Castle*, from London, Nov. 23.—For Shanghai: Mrs. Catherine Duncan and child, Miss Ellen M. Faulding, Miss Lilly Doig, Mrs. Louise Telge and four children, Miss Henrietta Felügal, Miss Auld.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Dates by this mail reach to the 6th Oct.; but *via* San Francisco we have advices of the arrival of the steamer *China* on the 7th inst., with Yokohama advices to the 14th Oct. The following items have been telegraphed to the New York papers:—

Takah and Tamita, Japanese consuls, to reside in San Francisco and New York respectively, arrived to-day.

The Government of Korea promised to send to Japan the heads of all persons implicated in the insult of the Japanese Government.

The Japanese Government has purchased an additional number of transport ships to be used in event of a war with China. They have also purchased the French steamer *Charles Albert*.

A new form of Japanese marriage, by which the ceremony becomes a civil contract, has been introduced by Mori, formerly Charge d'Affaires at Washington. The first marriage under this system is that of Towita, appointed Consul at New York.

Wooyeno left for London, *via* Suez. This officer has had considerable foreign experience, first as Commissioner to Honolulu to investigate the question of Japanese coolies in Hawaii; next as agent in London to superintend the settlement of Lay's railway loan difficulty; was in 1871 head of the Yokohama Custom-house; was afterwards in the Treasury and Foreign Departments at Yedo, and was appointed United States Minister in 1872 to relieve Mori, but was detained by police business. His last position was that of Vice Minister of Foreign Affairs.

CHINA.

SHANGHAI.

The present mail brings advices from this port to the 9th Oct.; the French mail from London August 14 was received on the 29th Sept., and the following P. and O. mail of August 21 arrived out on the 3rd Oct. The following summary of news is from the *North China Herald*:—

The Chinese officials here gave forth on the 29th Sept. that the negotiations between the Chinese Government and the Japanese Ambassador had resulted in the settlement of the leading questions at issue, leaving details only to be arranged, and that there would be no war. The news is stated to have come to the Viceroy at Nanking. It appears to have become known in Japan, and

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private telegrams indicate that an impetus has been given to trade by the restoration of confidence in commercial circles. The report has all probability in favour of its truth, but we should like to have it confirmed from Peking before giving it full weight. Nothing has yet transpired publicly from there regarding the progress or result of the negotiations, although we have dates by this day's steamer to the 1st instant.

We hear that the Chinese Government has at last become alive to the advantages of working its mineral treasures, and has given permission to have coal and iron mines opened in the south-west of the province of Chihli, near a place called Pung-ching. The Viceroy of the province, Li Hung-chang, is said to have favoured the scheme, which will probably be carried out under official direction. Foreign machinery is to be employed, and it has been decided to secure the services of half-a-dozen European engineers to superintend operations. This news has since been confirmed, and it is stated that the Viceroy has commissioned Mr. James Henderson—a gentleman who has for a number of years devoted his attention to such matters in the part of China selected for these promising operations, and has gained much practical acquaintance with the mining capabilities and requirements of the province—to proceed to Europe and procure the necessary staff and plant.

We noticed a short time ago that the French corvette *D'Estrees* had left here for Japan, and that it was intended she should pay the Chusan Archipelago a visit by the way. We presume the intention of calling at the islands was in consequence of the representations sent from Ningpo, regarding the rarity of the visits of men-of-war to that neighbourhood. The *D'Estrees* did not go up to Ningpo, however; she lay off Chinhai, and attracted the attention of the Chinese there by taking the opportunity for gun practice. Large numbers of people, we are told, congregated along the shore, in some excitement, to watch the corvette; and perhaps her appearance and the practice she engaged in conveyed a salutary hint. The Ningpo officials seem to think, however, that to prevent misapprehension among the people, it is advisable such incidents should be heralded by an intimation of some sort.

Four of H. B. M. ships of the China squadron, under the command of Vice Admiral Shadwell, have arrived at Woosung. They are the flagship *Iron Duke*, the new corvette *Modeste*, and the gun-vessels *Frolic* and *Midge*. The future movements of the squadron are as yet uncertain, but it is understood that after a short stay at this port each ship will be despatched to a separate station, not, however, yet announced. The squadron left Nagasaki, where it had assembled, on the 4th Oct., and had a pleasant voyage, making the passage under sail with a fair wind throughout.

It is interesting to notice the occasional mention in the *Peking Gazette* of instances in which foreign facilities are taken advantage of by the Chinese Government for Imperial purposes. We have seen that the use of steamers has been approved for the transport of the tribute rice; an official travelling in haste to his post sometimes ventures to refer to his having taken passage by a foreign steamer; we know that the southern students avail themselves largely of the same means of accomplishing the major part of their journey to attend the examinations at the capital; and now the *Gazette* of Sept. 17 contains a memorial from the Viceroy of the Two Kwang, the late Juy-lin, in which reference is made to the sending of Government treasure by steamer, in lieu of by land route. In the *Gazette* of March 25, a Censor named Liu Jui-k'i memorialised against the practice, which had grown up since the Rebellion, of forwarding the periodical remittances of revenue from the provinces to Peking in bank drafts instead of in specie, as the short supply of silver in circulation at the capital led to a disturbance of its monetary affairs. The Censor referred especially to the provinces of Kwangtung, Fohkien, Chekiang, and Szechuen, and suggested that orders should be given to have all the land and miscellaneous revenue from those provinces remitted in specie by the old land routes. The matter was referred to the Board of Revenue, which apparently did not endorse the suggestion as to route, although it could not permit itself so far to depart from the old paths as to recognise the barbarian invention of steamers. The Viceroy has put the matter to the Throne, and asks that the transmission by sea be officially recognised, and that the charge for insurance on the treasure, "according to the rules observed in shipments by foreign steamers," be specially sanctioned. The Government will probably be led to recognise by-and-by that there are even safer and speedier means of transport than steamers. And a time will come, too, when, under a different regime and at a very different stage of national development, the officials will look back with amazement on the primitive practice of remitting Government revenue in sycee packed in hollow tree trunks and laboriously carted from one end of the Empire to the other.

The barque *Lady Louisa*, from Cardiff, coal laden, arrived at Woosung on the 26th Sept., and was reported by the steamer *Kiangse* to be aground, with her cargo on fire. Assistance was rendered by boats from the men-of-war, furnished with engines and hose, while the Keechong engine also got alongside and gave timely aid in extinguishing the fire. A copious stream of water having been concentrated on the burning cargo the fire was got under, but not until some 120 tons of coal were either consumed or thrown overboard. The *Lady Louisa* left Cardiff on the 8th April, and had a very tedious passage as far as Video, which she reached on her 165th day out. It was then discovered that her cargo was on fire, and all efforts to extinguish it were ineffectual. The fire being far below, the crew were set to work to dig a trench to separate the bulk from that on fire in the forward part of the ship, and by the time the vessel reached port they had succeeded in throwing overboard about fifty tons. It is thought that the insignificant sum of about $25 will cover the damage done by the fire to the hull of the vessel.

The Shanghai Yacht Club's programme for the Autumn Regatta has just been issued, and comprises the Autumn Cup, to be sailed for on the 10th October; the Corinthian Cup, 17th, and the Club Cup on the 26th. Houseboat races are also set down for the 17th and 26th.

Among the passengers by the *Golden Age*, from Japan, are the Hon. B. P. Avery, the new United States Minister to China, and Mrs. Avery.

We observe that Mr. A. Garay replaces, as Consul-General for Spain, Mr. J. J. de Emperanza, who left by the American mail.

HONG KONG.

Our advices by the present mail extend to the 15th October; the P. and O. mail from London Aug. 21 was received on the 26th September, the French mail of Aug. 28 arrived out on the 3rd October, and the P. and O. mail of 4th Sept. was received on the 10th October. The following items of news are from the *Overland China Mail*:—

The clock, in the tower, is at work again; the hands are doing their work and the hours are rung out. The skeletons of the dials, as yet, are only replaced. Bravo! somebody.

The opening cricket match of the season was played on the 3rd between two picked elevens, not a sufficient number of players turning up to make a twenty-two. At six o'clock the stumps were drawn; one side scoring 108, and the other, with six wickets down, twenty-two.

The steamer *Yum-tze-fee* arrived with three men from the German barque *Colina*, and the mate, second mate, and eight of the crew of the British barque *Ida* (of Shields), both lost on Zebu, August 29, and on her passage from Saigon to that port to load for home.

We understand that for the present the demolished stones of the Praya wall are merely to be replaced in their former position, the object being to have time to consider the best means to render the Praya more substantial and having more facility to resist the tremendous violence of the typhoon.

We are glad to learn that a fair amount has been subscribed by the Portuguese residents and the majority of the foreign community (who seem to sympathise with those who were sufferers at Macao), to the "Macao Relief Fund," and that the Portuguese Amateurs, who have expressed to the committee their willingness of adding to it the net proceeds of a series of their performances, have at present in rehearsal a favourite piece, entitled *A Morgadinha de Mal Flor*, which will, if possible, be presented on the 31st of this month. Colonel Smith and the officers of H.M.'s 80th Regiment have kindly placed at the disposal of the Amateurs their band, whenever they shall decide to perform for the benefit of the Macao sufferers.

At the late session of the Supreme Court Mr. Cordes applied for exemption from duty on the jury, on the ground that he was German Consul, and had many duties to attend to. His lordship said that there was no case for exemption, that he would, however, do the best he could. He mentioned, also, that Mr. Newton, the manager of the Gas Company, had applied for exemption, on the ground that if he were absent from the works the town to-night would be in total darkness. As, however, there were sufficient gentlemen to serve without these two gentlemen, they were excused, his lordship remarking that he exempted Mr. Cordes on the ground of the duties he had to perform towards the sailors of his nation, and not on account of his being Consul. His lordship wished it to be clearly understood that the fact of holding a Consular appointment did not entitle a gentleman to exemption from the discharge of his civil duties.

Consequent on the departure of Sir Arthur Kennedy, Mr. Austin assumes the administration of the Government. Mr. C. C. Smith becomes Acting Colonial Secretary, Mr. May Acting Colonial Treasurer, Mr. Russell Acting Registrar-General, and Mr. Mitchell Acting Junior Police-Magistrate.

Tenders are invited for getting off the P.M.S.S. Company's steamer *Alaska*, which took the ground at Aberdeen during the typhoon. It is hoped to get her afloat on Oct. 24 at the spring tides.

The cotton on board Messrs. Sassoon and Co.'s s.s. *China* caught fire on the night of the 8th. It was happily extinguished in time to save the ship.

There seems to be but little probability of a regatta this year, all the racing boats having been destroyed by the typhoon. A fire, which destroyed six Chinese houses, broke out on the morning of the 13th in Queen's-road, just below Messrs. Gibb, Livingston, and Co.'s premises. Fortunately these escaped, but the destruction of the houses fired was complete.

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The *Albay* and *Leonor* wrecks, over which the water has turned black, and emits a horribly offensive odour, are surrounded by hosts of sampans crowded with people. Lounging coolies assemble near the spot by hundreds. In fact all the conditions for starting a first-class pestilence are ready at hand.

The bodies of thirty or forty Europeans are lying on the rocks of the island of Lantao, at a height of twenty or thirty feet above the sea level. They must have been flung to this height by the force of the waves and wind during the typhoon of the 22nd. We are further informed that they are in a position almost inaccessible. We think, however, that some steps should be taken to ascertain the correctness of this report and an attempt, at least, made to give the remains of any bodies that may be on the rocks a decent burial.

In addition to the losses from the typhoon already reported we may note that at Little Hong Kong the picnic house is blown down altogether, with several other houses. On the Kowloong side, at Tai-kok-tsui, about 150 boats and junks were wrecked, and Colonel Pang Yuk's steam launch was broken up. At Mong-kok no lives were lost but several houses are in ruins; at Malan-kok ten junks were wrecked. Nearly the whole lower part of the village of To-kwa-wan is in ruins. At Stonecutter's Island the gaol has been unroofed and irreparably damaged; about 100 junks and boats were driven on shore, and several others foundered off the north of the island.

The conduct of Captain Deane, Superintendent of Police, during the recent typhoon having given cause for complaint, some correspondence, together with a petition on the subject, was forwarded to the Colonial Secretary. The following reply has been received:—

COLONIAL SECRETARY'S OFFICE.

HONG KONG, 13TH OCTOBER, 1874.

SIR,—I have the honour to acknowledge the receipt of your letter of the 8th inst., and to acquaint you in reply that the allegations contained in the petition which accompanied it have been the subject of careful investigation by his Excellency the Governor, who has failed to discover sufficient grounds to justify the institution of a public enquiry into the conduct of the Captain Superintendent of Police.

I have also the honour to inform you that, whilst deeply regretting that any portion of the community should have had their confidence in the direction of the police force shaken, his Excellency feels it incumbent on him to state that at no time in the history of the Colony has the character and efficiency of the police stood higher.—I have the honour to be, Sir, your most obedient servant,

J. GARDINER AUSTIN, Colonial Secretary.

The residence in China of the unfortunate gentleman (Mr. Mundy) who was so badly wounded by the *Spark* pirates, and recently went home was singularly eventful. He arrived, if we are not mistaken, only some four or five months ago, and during his short stay experienced an earthquake, was nearly murdered, and ran considerable danger in a typhoon. The comet put in an appearance also during his stay. We fear his recollections of China will be mildly antagonistic.

The last *Government Gazettes* contain a notification by the Captain Superintendent of Police requiring the owners or agents of the steamers and sailing vessels sunk during the late typhoon to raise them before the 15th November next. It also contained a recognition, under instructions from the Secretary of State, of the appointment of Mr. Taro Ando as Vice-Consul for Japan at Hong Kong.

Tenders are invited by Government for repairing the public buildings damaged by the recent typhoon, as well as for the supply of rough hewn granite blocks for the Praya Wall.

The appointment of a new Governor General for the Two Kwang continues to be the subject of talk at Canton. From the general drift of the discussions, Chang-yih-li seems to be most popular with the Cantonese. It may not be improbable however that Shen-paow-ching, the present Chief Commissioner at Formosa, may be appointed to the vacant post, for he is very popular with the Cabinet. Since Juilin's death, the Viceroyalty remains unfilled. Properly speaking, the Lieutenant-Governor was entitled to act until the place was finally disposed of, but it is rumoured that the general put in a claim to the acting post, when it was arranged at the suggestion of the other high officials that neither should be locum tenens, and the Viceroyal seal was sealed up so that neither could exercise the functions until a solution of the difficulty could be obtained from Peking.

The following items are from Macao:—We are glad to hear that his Excellency the Governor of Macao is regaining his health, as he has been out driving the last two or three days. We trust that a speedy recovery to his usual health awaits him.

We are informed that the surveyors of the Hong Kong, Canton, and Macao Steamboat Company have been to Macao, and inspected the wreck of the steamer *White Cloud*, which they report to be badly injured and on shore. They recommend the sale of the vessel as she lies, and state that there will be no difficulty in recovering the engine and boilers.

The *China Mail's* correspondent writes:—Every precaution has been taken by the Macao authorities to alleviate the sufferings of the people who have lost their all during the calamity of the 22nd and 23rd instants. Food in sufficient quantity is being distributed to all comers at all the parishes. Trees are being cut down in the Campo to make room for one hundred mat-sheds, which are now being raised for the accommodation of all those who have been rendered houseless by the dreadful visitation To prevent any further attacks from lawless vagabonds the National Battalion has been called out for active duty, for which they are paid by the exchequer. Presents of money have been made most liberally to all the respectable citizens who have lost their all. Dead bodies by thirties and forties are being taken outside the town and burned—cremation being wisely adopted for disposing of such a great quantity of human remains with safety to the living. All Chinese found perambulating the streets at the dead hours of night are shot down. Such are the measures adopted by Governor S. Januario, and for which we are thankful to him. Let his enemies say what they like, but I will follow the maxim *Date Cæsariquod Cæsaris est.*

The *China Mail*, in noticing the recent Order in Council constituting Shanghai a port of entry has, the following:—"We trust that the Order in Council will be received with the utmost gratitude that can be awarded to a long-denied right at last conferred as a favour, and that British trade, interests, and *prestige* in China will gain as much by the grant as they have lost by its being withheld."

The same journal has an article upon "Corea" and the rumour that has been circulated to the effect that all the statesmen hostile to Japan have been imprisoned. If (says the *Mail*) any such reaction as represented in favour of Japan has really taken place it may doubtless be in part attributed to the figure which China has cut in Formosa matter, and which we may be tolerably sure has been painted in anything but respectful terms by agents in the Japanese interest. What Japan thinks of her new ally we have as yet no means of judging; but we suspect that her Government would much rather that she had remained in her old attitude of insolent dislike.

The deed executed by Messrs. Gustav Raynal and Carl Milisch, trading as Raynal and Co., assigning their property to trustees, for the benefit of their creditors, has been registered in the Bankruptcy Court with the release granted by the creditors.

It is notified that creditors and others having claims upon the estate of Adolph Eimbcke Frederick Frost, and Sue-ah-ki, deceased, must forward particulars to the Supreme Court before the 31st July 1875.

The official account of the average amount of Bank Notes in circulation during the month ended Sept. 30 is as follows:—

Banks.	Average Amt.	Specie in Res.
Oriental Bank Corporation	$458,673	$250,000
Chartered Mercantile Bank of India, London, and China	758,930	260,000
Chartered Bank of India, Australia, and China	483,140	175,000
Hong Kong and Shanghai Banking Corporation	1,494,999	600,000
Total ...	$3,195,792	$1,285,000

The ordinary half-yearly meeting of the Union Insurance Society of Canton has been held at the offices of the Society; T. Pyke, Esq., in the chair. There were present Hon. James Whittall, Hon. P. Ryrie, Hon. R. Rowett, Messrs. Pyke, Hoppius, Behre, Nelson, Captain Cairns, Andre, Deacon, Karberg, Beneke, and Ede.

The Chairman said that the shareholders had no doubt already perused the report, which he hoped they would consider satisfactory under the circumstances which had taken place. The report had been made up prior to the recent typhoon, and some losses had been sustained during it by collision, &c., the extent of which it was impossible to arrive at until the cargo had been discharged. With these explanations he would propose that the report be adopted and the accounts passed.

This proposition was seconded by Mr. André, and carried unanimously.

Mr. Hoppius was then confirmed as a director, and the auditors were re-elected.

The Chairman indicated that a meeting would be called for the purpose of deciding upon the formation of an accumulative reserve fund, and he alluded to the circular which had been issued on the subject. The meeting then terminated.

The circular alluded to is as follows:—

"Dear Sir,—The directors have recently been considering the advisableness of making some alterations in the articles of association of the society with reference to the accumulation and augmentation of the reserve fund.

"They have been informed by some of the largest contributing shareholders that if some provision were made for accumulating the reserve fund more rapidly than can be done under the present system it would very much promote the interests of the society and extend its business materially. The directors fully concur with this opinion, and have much pleasure in proposing to the shareholders the following alterations in the Articles of Association, to take effect from the 1st January, 1875:—

"It is suggested that one-half of the profits should be placed to the reserve fund until the full sum of $250,000 is made up, the other half going to contributing shareholders, who would by that means receive exactly what they would get on their contributions under the present arrangement, viz., two-thirds of three-fourths, or, in other words, one-half. No general dividend would be paid, but the value of the shares would be increased thereby.

"When once the reserve fund has been made up to $250,000, it is

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proposed that the profits should be divided as at present, two-thirds to the contributing shareholders, and one-third to all shareholders, less a deduction of 10 per cent. to be added to the reserve fund until such time as it should amount to $500,000. These modifications, if adopted, would, in the opinion of the board, give the society great stability, and would secure the increased support of many valuable constituents in England and elsewhere.

"The clauses necessary for effecting these alterations in the Articles of Association will be drawn up by the society's solicitors and arranged in the form of specific resolutions, to be submitted to a special meeting of shareholders, which will be convened for that purpose on the 11th day of December next, and to be confirmed at a subsequent meeting to be held on the 18th idem.

"The directors solicit your support to these alterations, and I annex a form of proxy, which they will feel obliged if you will fill up and return to me at your earliest convenience. If you have no attorney in Hong Kong who is a shareholder, be so kind as to fill up the proxy in favour of the chairman of the special meetings above referred to.

"N. J. Ede, Secretary."

The ordinary general meeting of the shareholders of the Canton Insurance Office was held at Messrs. Jardine, Matheson, and Co.'s. The report having been adopted the Chairman proposed that the first dividend of $150 per share for the office of 1873, and the first payment of the reserve two-thirds, amounting to $90,000, or $13.80 per cent. on contributions, be declared; also, that the sum of $50,000 be passed to the reserve fund. The shareholders would remember that it was decided that either $10,000 or more ought to be put to the reserve fund. The past year being so favourable, and the present year not looking so satisfactory, he thought it right that $50,000 should be put to the reserve fund, in place of the minimum, and that was the general opinion of the consulting committee.

Mr. Bellilios seconded the motion, and it was carried.

Mr. Ryrie then proposed that the annual pension of $1,200 to an old and valuable servant of the company, Capt. Ricketts, be continued.

This having been carried, and the consulting committee having been re-elected, a vote of thanks to the Chairman terminated the meeting.

SIAM.

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BANGKOK.

The following items are from the *Siam Weekly Advertiser*:—

H. M. the Supreme King of Siam, by advice and consent of the Senabaudee and Councillors of State, issued a proclamation by which all princes, nobles, citizens, and subjects of Siam, and foreign residents, Asiatics and Europeans, are forbid possessing to keep on their premises, in their houses, or their establishments the "Gatling Gun."

The Siamese Government has published a gratifying proclamation on the subject of gambling. It shows that the Government is averse to gambling. Though its action relates to youth, and is designed to protect the youth of the country from the dissipation, vice and evil effects of gambling, it may be taken as an unmistakable demonstration of the fixed purpose of the Government to check this fascinating and ruinous vice, that has acquired so tenacious a hold on the people of Siam.

The Privy Council recently held a session, and had under consideration the subject of a Telegraph. Its decision was that it would be better for the Government to construct the Telegraph than to commit the work to a company. This decision will be sent to the Council of State and to the Senabaudee as usual for further action. Votes stood forty-five for and three against.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices from this port to the 22nd October; the French mail from London Sept. 11 arrived out on the 11th October, and the following P. and O. mail of 18th September was received on the 19th October. We regret that our usual files of newspapers &c. have not been delivered.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company	Tls.500	Tls.500	Tls.205	4 p.c.
Shanghai Gas Company	100	100	145	12 p.c.
Shanghai S.N. Company	100	100	90	12 p.c.
S. Tug and Lighter Company	850	850	600	12 p.c.
French Gas Company	50	50	70	11 p.c.
Hong K. Fire Insurance Co.	$1,000	$200	$530ex73	12 p.c.
North China Insurance Co.	Tls.1,000	Tls. 300	Tls.360	trien.
North China Steamer Company	100	100	11 cash	
Union S.N. Company	100	100	17	12 p.c.
Yangtsze Ins. Association	500	500	$620	15 p.c.
Union Insurance Society	$5,000	$1,000	nom.	trien.
China Traders Co. (Limited)	1,000	1,000	1,700	$250.p.sh
China and Japan Marine Ins. Co.	Tls.500	Tls.100	Tls.86	12 p.c.
Victoria Fire Insurance Co.	$500	$100	$123ex73½	12 p.c.
China Fire Insurance Co.	500	100	135	12 p.c.
Hongkew Wharf Co.	Tls.100	Tls.100	Tls.117	12 p.c.

CARGOES OF TEA AFLOAT.

Sailing Date.	Name.	From	Cargo- -lbs.
July 8	Lammermuir	Shanghai	1,340,857
" 16	Dartmouth	"	1,241,848
" 25	James Sheperd	"	1,135,833
Aug. 4	Red Riding Hood	"	900,551
" 5	Lauderdale	"	930,783
" 15	Kaisow	"	1,138,185
" 15	Norham Castle	"	1,010,045
" 21	Lothair	"	1,132,056
" 25	Leucadia	"	1,293,823
Sept. 1	Wylo	"	1,185,524
" 5	Lotus (str.)	"	2,212,763
" 9	Bokhara (str.)	"	849,912
" 14	Borealis	"	1,047,008
" 17	Duke of Abercorn	"	1,543,395
" 17	Eliza Shaw	"	962,360
" 17	Hawkesbury	"	1,518,963
" 25	Woodlark	"	1,284,763
Oct. 6	Glennartney (str.)	"	727,273
" 21	Hallow'een	"	—
July 28	Ascalon	Foochow	1,234,843
Aug. 4	Forward Ho!	"	1,373,907
Sept. 12	Undine	"	1,108,416
" 25	Antenor (str.)	"	1,490,309
" 28	Argonaut	"	1,501,769
Oct. 1	Thyatira	"	1,344,347
Nov. 4	Cawder Castle	"	—
Aug. 1	Golden Spur	Canton	782,227
" 22	Faith	"	700,000
" 25	Lord of the Isles	"	88,216
" 27	Singtai	"	401,960
Sept. 30	Melbrek	"	879,845

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.	—	—	—
Shanghai "	5s. 9d.	5s. 9⅝d.	5s. 9½d.
Canton " } Hong Kong " } Macao " }	4s. 2d.	4s. 2¾d.	4s. 2¾d.
Singapore "	4s. 2¼d.	4s. 2⅝d. to 4s. 2¾d.	4s. 2¾d to 4s. 2⅝d.
Manila "	4s. 0d. to 4s. 0¼d.	4s. 0¼d. to 4s. 0½d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 306½	222
" Hong Kong	27¼ to 27¾ dis.	—
Bar silver	Tls. 111.2.0	10 prem.
Mexican dollars	" 74.3.0	1½ prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 2 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 45 per cent. discount.
China Traders' Insurance Company, $600 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, par to 1 premium.
Hong Kong Fire Insurance Company, $330 prem.
Union Insurance Society, $30 premium.
China and Japan Marine Insurance Company, Tls. 80 per share.
China Fire Insurance Company, $35 premium.
Victoria Fire Insurance Company, $22 premium
Indo-Chinese Sugar Company, 9½ per cent. dis.
Shanghai Steam Navigation Company, Tls. 90 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9½d., at Hong Kong 4s. 3d., at Batavia F.11.70, at Singapore, 4s. 2¾d.

Shipping Intelligence.

ARRIVALS.

At Yokohama.—From London, Oct. 3, John Milton.

At Shanghai.—From London, Oct. 5, Guinevere, Cawdor Castle, (str.); 17, Glenearn (str.); 13, Mongol (str.); from Liverpool, 3, Ulysses (str.); 19, Glaucus (str.); from Cardiff, Sept. 26, Lady Louisa; Oct. 5, Conqueror.

At Hong Kong and Canton.—From London, Oct. 7, Hong Kong (str.); 13, J. C. Munro; from Cardiff, Sept. 25, Engenio, Willard G. Patton; from Liverpool, 26, Ulysses (str.); from Hamburg, Oct. 6, Caranjah; from Boston, 7, William Phillips; From London, &c., Nov. 10, Glenearn (str.); 12, Nestor (str.), Victor Emanuel (str.), Glaucus (str.); 23, Deucalion (str.) Sylvia (str.).

At Singapore.—From London, Oct. 3, Baroda (str.); 6, Braemer Castle (str.); 17, Andromeda; 13, Glenfalloch (str.); 18, Mongol (str.); 19, Delhi (str.); from Liverpool, 20, Banian; from Newcastle, 5, Emilie Rondanina; 10, Sorsogon (str.); from Portsmouth, 18, Victor Emanuel (H.M.S.); from London, &c., 10 Nov., Regalia, Rebecca; 17, Deucalion (str.), Agamemnon (str.), Tom Morton (str.), Kjobenhaven, Formosa, Lochleven Castle; 20, Glenlyon (str.).

DEPARTURES.

From Yokohama.—For New York, Sept. 30, Ambassador.

From Shanghai.—For London, Sept. 25, Woodlark; 26, Antenor (str.).

From Foochow.—For London, Sept. 23, Hawkesbury; Nov. 15, Cawdor Castle (str.).

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From Hong Kong and Canton.—For London, Sept. 30, Melbrek; Oct. 5, Antenor (str.), Beautiful Star; for New York, 5, Omega.

From Singapore.—For London, Oct. 3, Alexandra, Robert Morrison; 4, Bokhara (str.); 14, Antenor (str.); for Liverpool, 6, Akbar; 13, Bertie; for United States, 12, Kathleen; for Boston, 17, Western Chief.

From Penang.—For London, Oct. 8, H. W. M.

From Bangkok.—For Marseilles, Sept. 27, Ville de Bruxelles; for Callao, 27, Margaret Knight.

VESSELS LOADING.

At Shanghai.—For London, Guinevere, Ulysses (str.), Olympia (str.); for New York, Lady Louisa, Wemyss Castle, Galley of Lorne (str.).

At Foochow.—For London, Argonaut, Thyatira; for New York, Taitsing.

At Hong Kong and Canton.—For London, Falcon, Albura.

At Singapore.—For London, Emilie Rondanina, Amstel; for Liverpool, Claudine, L. J. Enthoven; for Glasgow, Andromeda.

At Penang.—For London, Mary Nelson.

FREIGHTS AND CHARTERS.

At Shanghai.—To London, £3 10s. per ton of 40ft. by steamers, and £3 10s. per ton of 50ft. by sailing vessels; to New York, £4 10s. per ton of 40ft. steamers, and £3 10s. per 40ft. sailing vessels.

At Foochow.—To London, £3 10s. to £4 steamers, sailing vessels £3 10s.; to New York, £4 10s. steamer, £3 10s. sailing vessel.

At Hong Kong and Canton.—To London, £2 15s. per ton of 50ft.; to New York, £3 per ton of 40ft.

At Singapore.—To London, by steamer, Tin £2; Coffee and measurement, £4 10s., with upward tendency; by sailing vessel, £2 10s. to £2 12s. 6d. deadweight; £3 to £3 5s. light cargo.

At Penang.—To London, by sailing vessel, Bag Sugar, £3 2s. 6d.; Basket ditto, £2 7s. 6d.; Pepper, £3 10s.; Hides, £4 5s.; Tin £1 10s.; Rattans £5.

At Bangkok.—To Marseilles, with Teel seed, £4per 20 cwt. would be paid for a suitable vessel.

Freights by Telegram.

At Shanghai and Foochow for London.—Steamers and sailing vessels 70s.; at Canton 60s.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Sept. 26	George Ville	Batavia	Falmouth
„ 27	Pepita	Cadiz	Manila
„ —	H. C. Sibley	Monte Video	Batavia
„ —	L. A. Bernham	Sourabaya	Boston
„ 30	Kaison	Shanghai	London
Oct. 1	Caribou	New York	Batavia
„ —	Jan Pieterszoon Koen	Batavia	Falmouth
„ 3	Friedeburg	Sourabaya	England
„ 5	Esperanza	Singapore	Hamburg
„ —	Gwendoline	Samarang	Falmouth
„ —	Vigilant	Bezeoke	Do.
„ 7	Lauderdale	Shanghai	London
„ —	Candati	Newcastle	Order
„ —	Waterlily	Whampoa	New York
„ 8	Amsterdam	Cardiff	Singapore
„ 9	Aurora Australis	Singapore	Liverpool
„ 10	Fortune	Manila	Boston
„ 11	St. Bernhard	Singapore	New York
„ —	Leucadia	Shanghai	London
„ —	Corra Linn	Sarawak	Do.

THE MAILS.

Present Inward Mail.—Brindisi, Nov. 21.—The P. and O. Company's steamer Malta arrived at noon, with the homeward India, China, and Australian mail, and the mail left at 1.50 this afternoon for London. Detained by very heavy weather.

Heavy Portion of Present Inward Mail.—Malta, Nov. 23.—The P. and O. steamer Khiva, from Port Said 16th inst., arrived at 11 A.M. to-day, and will leave at 4 P.M. for Southampton, where she may be expected on the 2nd proximo. Experienced violent head gale and heavy seas. All well. Specie £643,844.

Next Inward Mail.—Suez, Nov. 17.—The Messageries Maritimes steamer Ava, with the inward French mails from China and Japan, left here to-day for Port Said and Marseilles, at which latter port she may be expected on or about the 25th inst.

Heavy Portion of Last Inward P. and O. Mail.—Southampton, Nov. 16.—The P. and O. Company's steamer Mongolia arrived this morning, with the heavy India and China mails, 74 passengers, £170,595 in specie, and 8,157 packages of cargo, including 1,235 bales of silk and 320 chests of tea. The Mongolia's sailing dates were: Galle, Oct. 13th; Aden, 23rd; Suez, November 1st; Port Said, 2nd; Malta, 6th; and Gibraltar, 10th.

Inward Mail due December 14.—Galle, Nov. 18.—The Messageries Maritimes steamer Iraouaddy, with the inward French mails from China and Japan, left here for Aden to-day.

Outward Mail of Oct. 23.—Galle, Nov. 17.—The Messageries Maritimes steamer Sindh, from Marseilles, 25th ult., left here to-day for Singapore.

Outward Mail of October 2.—Shanghai, November 16.—The P. and O. Company's steamer Geelong, with the London mail of the 2nd October, arrived here to-day.

Last Outward P. and O. Mail.—Suez, Nov. 22.—The P. and O. Company's steamers Gwalior and Kl e live, with the outward India and China mails of the 5th-13th idem., left at 11 A.M. for Bombay and Calcutta respectively.

LATEST TELEGRAMS.

THE WAR IN ATCHIN.

The Hague, Nov. 16.—The Government has received a telegram, dated Atchin, the 8th inst., according to which the Dutch have captured seven forts and occupied three bridges. The embankment of the Pedir is now entirely in the possession of the Dutch. The loss of the latter has been nineteen wounded, whereas the Atchinese have lost fifty killed.

The Hague, Nov. 19.—Intelligence from Atchin, dated the 14th inst., states that the health of the troops is very unsatisfactory. In erecting a battery commanding the river the Dutch forces sustained some loss. The Atchinese persist in continuing the war.

CENTRAL ASIA.

St. Petersburg, Nov. 23.—The disturbances on the Ussuri frontier of the Amoor territory have ceased. The rebels of Chungussen dispersed at the approach of the Chinese troops, who advanced to within 100 versts of the Russian frontier. The Russian troops concentrated for the maintenance of order in the neighbourhood of the disturbed district are returning to their former quarters.

THE DANISH MINISTER TO CHINA.

Hong Kong, Nov. 20.—General Raasloeff, the Danish Minister to Peking, arrived here yesterday.

THE CRUISE OF THE "CHALLENGER."

Hong Kong, Nov. 16.—Her Majesty's ship *Challenger*, with the scientific expedition on board, has arrived here from Australia.

SHIPPING POSTSCRIPT.

Arrivals Not in the Tables.—Nov. 19, at Plymouth, from Bassein, Saga; at Falmouth, from Rangoon, Antonio; 18, at Liverpool, from Samarang, Truth; 20, at Falmouth, from Rangoon, Kermaria, Tarquin; 23, from Singapore, Sea Star; from Ilo Ilo, Whitehall; 20, off the Lizard, from Rangoon, I. V. L. N.; 16, at Flensburg, from Akyab, Christopher Columbus; 19, at Texel, from Batavia, Nancy; from Akyab, Golden Wave; 13, at Cadiz, from Manila, Vicenta; 23, at London, from Colombo, &c., Colombo (str.); at Queenstown, from Rangoon, Wm. Leavitt; 21, at Zierikzee, from Batavia, Kosmopoliet III.

Departures.—Nov. 17, from Glasgow, to Singapore, Serentia; 17, from Sunderland, to Anjer, Zodiac; 20, from London, to Singapore and China, Fleurs Castle (str.); from Glasgow, to Singapore and China, via London, State of Virginia (str.); for China, Hibernia; 21, from Liverpool, to Hong Kong, via Cardiff, Villa Franca; to Galle, Annie W. Weston; 7, from New York, to Shanghai, Titan; to Hiogo, Armenia; 22, from Cardiff, to Galle, Tage, Samarang; to Batavia, Moonlight; to Singapore, Nimrod; 21, from Sunderland, to Singapore, Cotherstone; 20, from Texel, to Batavia, Goodall; 21, Prinses Amalia (str.).

Spoken.—English barque, showing L. G. Q. W., for Japan, Oct. 22, 10 N., 26 W.; P. Q. W. J. (Dutch ship), Amsterdam to Samarang, Oct. 17, 8 N., 25 W.; Pieve Superiore, Singapore to London, Sept. 25, off Cape Agulhas; Johanna (Ger. ship), Manila to New York, Sept. 30, 22 S., 3 E.; Papa, Hamburg to Hong Kong, Nov. 16, 29 miles N. W. of Borkum; Amity, Sunderland to Singapore, Oct. 10, N., 25 W.; President V. Ryckevorsel, Amsterdam to Samarang, Oct. 11, 13 N., 26 W.; Faith, Hong Kong to London, Oct. 21, 34 S., 22 E.; Cleveland (Ger.), Hamburg to Hong Kong, Oct. 18, 5 N., 24 W.; Geneva, Samarang to Liverpool, Oct. 26, 20 N., 32 W.; P. B. Q. L., Ghent to Singapore, Nov. 3, 2 S., 33 W.; W. Q. S., London to Japan, Sept. 21, on the line; W. Q. S. T. (Penrith), London to Japan, Sept. 21, on the line, 19 W.

Casualty.—The Dharwar, Freebody, which arrived at San Francisco Nov. 1, from Zebu, reports that on the 3rd and 4th [Sept., in lat. 18 N., long. 12 E., she encountered a heavy typhoon, when she lost sails, steering gear, binnacle, &c.

Miscellaneous.—At Suez, Nov. 19, Ulysses (str.), from China, &c.; at Port Said, 22, Glenroy (str.), London to Singapore, China, &c.; at Suez, 20, Koning der Nederlanden (str.) Java to Holland; 22, Galley of Lorne (str.), from China, &c., to New York; United Service (str.), from China, &c., to London; at Table Bay, Dalkarlsa, Merlin and sailed Oct. 18 for Batavia.

The Admiralty have invited tenders for the conveyance of 6 tons stores to Colombo via S.C.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

Boffey—On the — Oct., at Hong Kong, Mrs. W. Boffey, of a son.

Da Silva—On the 9th Oct., at Macao, the wife of J. P. Da Silva, of a son.

Fairbairn—On the 23rd Sept., at Hong Kong, Mrs. John Fairbairn, of a daughter.

Forbes—On the 24th Sept., at Tientsin, the wife of William Forbes, of a daughter.

Haslam—On the 12th Nov., at Hankow, the wife of Wm. H. Haslam, of a son.

Henderson—On the 24th Sept., at "Villa of the Banians," Koolansoo, the wife of J. J. Henderson, U.S. Consul, Amoy, of a daughter.

Loch—On the 16th Nov., at Government House, Isle of Man, Mrs. Henry Brougham Loch, of a daughter.

McDonald—On the 24th Sept., at the American Presbyterian Mission, Bangkok, the wife of Rev. N. A. McDonald, of a son.

Schutt—On the 23rd Sept., at Chefoo, Mrs N. P. Schutt, of a daughter.

Vyse—On the 19th Nov., at the Belgrave-mansions, Grosvenor-gardens, the wife of Howard Vyse, of a son.

MARRIAGES.

Bain—Gouldsmith.—On the 18th Nov., at Neuchatel, George Murray Bain, of Hong Kong, China, to Ellen Eliza Gouldsmith, widow of Henry Gouldsmith, jun., of Clapham.

Biden—Dent.—On the 14th Nov., at St. James's, Hampstead-road, by the Rev. C W. Hodson, vicar, George Graham, fourth son of the late James Biden, of Monckton House, Anglesey, to Catherine Fullarton, elder daughter of William Dent Chesnut Lodge, Surbiton.

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Birley—Chichester.—On the 12th Nov., at the parish church of Whitchurch, Devon, by the Rev. Richard Chichester, M.A., Rector of Drewsteignton, assisted by the Rev. Robert Birley, M.A., Rector of St. Philip's, Hulme, Manchester, and the Rev. George Johnstone, Vicar of the parish, Hugh Arthur, son of Hugh Birley, M.P., Moorland, Manchester, to Amy, eldest daughter of W. H. Chichester, Grenofen, Tavistock.

Hellyer—Tirrell.—On the 22nd Oct., in Boston, at the residence of the bride's father, by the Rev. F. E. Towers, Frederick Hellyer, of Nagasaki, to Georgianna, daughter of Jesse Tirrell, of Boston.

Jones—Campbell.—On the 22nd Sept., at Helsingfors, by the Rev. S. Kingsford, of St. Petersburg, Captain H. M. Jones, V.C., Her Majesty's Consul-General in Persia, to Margaret, only daughter of William Campbell, Her Majesty's Consul for Finland.

Luck—Jerdein.—On the 12th Nov., at St. Stephen's Church, Westbourne-park, by the Rev. Charles Jerdein, M.A., Rector of Gayhurst and Stoke Goldington, brother of the bride, assisted by the Rev. Herbert Rowsell, M.A., Everard T., son of Edward T. Luck, of the Hermitage, West Malling, Kent, to Gertrude, third daughter of John Jerdein, of 24, Porchester-square, Hyde-park.

Manger—Graham.—On the 9th Nov., at St. John's Cathedral, Victoria, Hong Kong, by the Rev. R. Hayward Kidd, M.A., Colonial Chaplain, J. E. Manger, Hong Kong, to Susanna Vincent (Susan), only daughter of the late George Graham, of Workington, in the county of Cumberland.

Robinson—Partridge.—On the 11th Nov., at Shelley, Suffolk, by the Rev. Joseph King, M.A., Francis Braham Sturgess Robinson, R.N., eldest son of W. Braham Robinson, of H.M. Dockyard, Portsmouth, to Georgiana, third daughter of Henry Partridge, of Shelley Dale.

Vrard—Renaux.—On the 9th Nov., by the Consul-General of France, and after by the Abbe Toussel, at the French Chapel, King street, Portman-square, Casimir Ludovic Vrard, merchant, of Shanghai and Tientsin, to Laura Victoire, eldest daughter of L. T. Renaux, of Holles-street, Cavendish-square.

DEATHS.

Alexander—On the 16th Nov., at Austin Wood Lodge, Bucks, Robert Duprè Alexander, son of the late Sir Robert Alexander, Bart., aged 72.

Bose—On the 1st Oct., at Shanghai, Julius Augustine, infant son of the Rev. Hampden C. and Mrs. Pauline McA. Du Bose, aged one year.

Butterworth—On the 10th Nov., at 32, Albany-villas, Hove, Brighton, Anne Elizabeth Butterworth, the daughter of the late Lieut. W. Butterworth, R.N., and sister of the late Major-General W. J. Butterworth, C.B., formerly Governor of the Straits Settlements of Malacca, in the 76th year of her age.

Carden—On the 12th Nov., at 64, Wimpole-street, London, aged 68, Pamela Elizabeth Edith, the beloved wife of Sir Robert Walter Carden.

Farnham—On the 27th Sept., at Shanghai, Alfred D., only son of the Rev. and Mrs. J. M. W. Farnham, aged one year and five months.

FitzGibbon—On the 12th Nov., at Clevedon, Somerset, after premature confinement, Isabella Ritchie, the beloved wife of Maurice FitzGibbon, of Crohana House, Co. Kilkenny, and eldest daughter of the Rev. John Stronach (London Missionary Society), of Amoy, China.

Hooker—On the 13th Nov., at Kew, suddenly, Frances Harriet, wife of Dr. Hooker, C.B., Director of the Royal Gardens, and President of the Royal Society, aged 49.

Jerningham—On the 18th Nov., the Hon. George Sulyarde Stafford Jerningham, C.B., late Envoy Extraordinary and Minister Plenipotentiary to the Court of Sweden, in his 69th year.

Leckie—On the 12th Nov., at 17, Vanbrugh-park, Blackheath, C. S. Leckie, formerly of Calcutta, fourth surviving son of the late Rev. Thomas Leckie, Peebles, N.B., in his 58th year.

Macaulay—On the 11th Nov., Frederica Julia, wife of Capt. C. E. Macaulay, Officiating Deputy Commissioner Dera Ismail Khan, and daughter of the late Right Hon. Sir Frederick Pollock, Bart.

Martin—On the 12th Nov., at Upton Grey House, Hants, Sophia Elizabeth, wife of Admiral Sir William Fanshawe Martin, Bart., G.C.B.

Moresby—On the 9th Nov., at Bronwylfa, Exmouth, Eliza Louisa, wife of Admiral of the Fleet Sir Fairfax Moresby, G.C.B., aged 79.

Prescott—On the 18th Nov., at his residence, 7, Leinster-gardens, Hyde-park, Admiral Sir Henry Prescott, G.C.B., in his 92nd year.

Pomeroy—On the 1st Nov., at the United Hotel, the Hon. William Knox Pomeroy, aged 61.

Seale—On the 15th Nov., at Clare Vicarage, Peverel Warton, second son of the Rev. F. Seale, vicar of Clare, Suffolk, aged 11 years.

Squier—On the 1st Oct., at Hong Kong, Mary Douglas, only child of J. Enston Squier, aged one year and three months.

Zerrenner—On the 29th Sept., at Chefoo, Bruno Zerrenner, chief clerk Shanghai Gas Company.

Naval and Military.

The troopship Adventure, which took out reliefs and supernumeraries to the ships on the Australian station, went on to the Fiji Islands, and would proceed from there to the Sandwich Islands and Japan, but it is not likely that she will embark the marines at Yokohama until they are relieved. No orders have as yet been issued for the despatch of reliefs from Chatham.

We understand that a meeting has been held of the principal officers of the administrative department of the Army, presided over by the Duke of Cambridge, at which it was resolved to abolish what is known as the "Control Department," and to return to the original system of transport and supply, with certain modifications.

The Undaunted, 31, wooden frigate, 4,020 (3,039) tons, 2,503 (600) horse power, is at Sheerness Dockyard, being thoroughly overhauled, to carry the flag of the new Commander-in-Chief of the East Indies, in relief of the Glasgow. The amount of work to be done to her will necessitate her being in hand till February next.

The Egeria, 4, composite sloop, Commander R. L. Turton, has made her six hours full speed steam trial at Devonport, and has since sailed for the China Station.

Commander Ralph L. Turton, who has been appointed to the command of the Egeria, recently commissioned for China, served in the Ariadne, 26, as mate, from December 3, 1859, until promoted to lieutenant, April 24, 1860. On the 1st of the following month he was appointed to the Edgar, 91, Captain James E. Katon, flag-ship of Rear-Admiral John E. Erskine, with the Channel Squadron, and on May 20, 1861, was transferred to the Rinaldo, 17, Captain W. N. W. Hewett, C.B., fitting at Portsmouth for the North American and West Indian Station, in which ship he returned to England, and was paid off in February, 1865. On the 8th of the following June he was appointed to the Arethusa, 35, Captain R. J. J. G. Macdonald, fitting at Sheerness for the Mediterranean, and returned in her to England, and was paid off, January 7, 1869. He commanded the Raven gun-boat at Kingstown from December 11, 1869, until September 8, 1870, when he obtained command of the Pigeon gun-boat fitting at Devonport to replace the lost Trinculo at Gibraltar. He left England on the 1st of the following October in the Pigeon, and arrived at Gibraltar on the 17th, and accompanied, in January, 1871, part of the Eclipse Expedition to Estepona, where the duration was rather longer than at Gibraltar and gave a better chance of obtaining a long series of photographs. He was promoted to commander from the Pigeon, December 29, 1871, and has served as second captain in the Favourite, 10, armour-plated screw corvette, Captain Leveson E. H. Somerset, employed in coastguard service at Queensferry since September 24, 1872.

The acceptance by Admiral Sir A. L. Kuper, G.C.B., of the pension of £300 per annum, lately held by Admiral Sir Robert Smart, will, in connection with the previous retirement of Admiral Sir Sydney Dacres, make a vacancy on the Admirals' List, which will promote Vice-Admiral Sir George St. Vincent King, Rear-Admiral G. T. P. Hornby, and Captain Luard; while the compulsory retirement of Vice-Admiral Erasmus Ommaney will give a step in rank to Rear-Admiral Sir Charles Shadwell and to Captain John Corbet, C.B.

Notice is given to all persons interested, that the distribution of the amount awarded for salvage services rendered to the steamship Hai Loong, in April 1872, by Her Majesty's ship Elk, will commence on the 20th inst. The following are the shares due to an individual in the several classes:—Commander, £31 19s. 4d.; third class, £43 7s. 11d.; fourth class, £28 18s. 9d.; fifth class, £17 7s. 3d.; sixth class, £14 9s. 4d.; seventh class, £10 2s. 7d.; eighth class, £5 15s. 8d.; ninth class, £2 17s. 10d.; tenth class, £1 8s. 11d.

Lieutenant H. H. Edwards, of the gunboat Wizard, has been promoted to the rank of Commander. He served in the Renaud from 1860 to 1863; in the Adventure, troopship, in 1867; in the Insolent, gunboat, which he commanded, in 1868; and in the Leven, gunboat, in 1869 and 1870. All these vessels were at the times mentioned on the China Station.

A monument has been placed in the chapel of Her Majesty's Dockyard, Devonport, to the memory of Commander George Borlase, R.N., and those of the crew of Her Majesty's ship Hart, who died between June, 1870, and February, 1874, by their surviving shipmates of that commission.

The following appointments to the China Fleet have been made:—Mr. James Taylor, second-class boatswain, to the Princess Charlotte; and Mr. W. Ricketts, second-class gunner, to the Vigilant.

Lieutenant W. Grant, of the second battalion of the 6th Regiment, and aide-de-camp to Major-General Street, C.B., in command at Ceylon, is about to be promoted to a company.

Lieutenant J. S. Rothwell, of the Royal Artillery, now serving in Ceylon, has been promoted to the rank of Captain, and appointed to Gibraltar.

A medical board has reported that Major Garnier, of the Royal Engineers, is unfit for service in China. He will therefore remain on sick leave in England pending the decision of the Commander-in-Chief.

Commander John A. Fisher, who served on the China station in the Chesapeake, the Furious, and the Ocean (flagship), has been promoted to the rank of Captain.

Mr. Cape, now serving as Dispenser at Hong Kong, has been ordered to England, and will be succeeded by Mr. Ewing, the dispenser at Great Yarmouth.

The death of Navigating-lieutenant John F. Barnes, who served in the Havock, gunboat, on the China station, from 1864 to 1867, is announced.

Staff-Surgeon A. Watson has been appointed to the Iron Duke, flagship of Sir Charles Shadwell, and will proceed to join her at Singapore.

Oumra Matsujiro, of Japan, is a candidate for entry at the Royal Naval College at Greenwich, which is likely to be opened to foreigners.

The new flagship of the China Squadron, the Audacious, arrived at Malta on the 14th inst., and will continue her voyage on the 22nd.

A number of engine-room artificers belonging to the Channel Squadron have volunteered for service in Hong Kong Dockyard.

The despatch vessel Vigilant, Lieut.-Commander Ryder, arrived at Port Said on the 6th inst., *en route* to the China station.

Miscellaneous.

THE P. AND. O. COMPANY AND THE PASSENGERS BY THE *CEYLON*.

The passengers on board the P. and O. steamer *Ceylon* write a letter of complaint to the Chairman of the Company, which is published in *The Times*, in which it is stated that they were detained at Suez for five days because of the non-arrival of passengers and mails from Southampton. A further ground of complaint is stated to be the want of consideration shown by the Company's employés at Alexandria in not making known thearrangements, so as to obviate the necessity for the passengers remaining at so uninteresting and inconvenient a place as Suez. In reply to this communication, Mr. Bethune, the Company's secretary, writes, explaining that the delay was caused by the breakage of two of the blades of the screw-propeller of the outward mail steamer *Surat*. He admits that if the *Surat's* accident had been of a preventable character the company might have been held to blame, but in the present case the circumstances were exceptional, and it was therefore impossible to tell what measures were necessary, and the directors considered it best simply to authorise the company's agents to allow all passengers detained in Egypt to remain on board the ship at the company's expense.

COOPER *v.* THE LONDON DOCK COMPANY.

This was a dispute as to the right to a consignment of silk from Shanghai, under these circumstances:—A firm of Scheidler and Co., at London and Shanghai, entered into an arrangement with a banker at Amsterdam to ship goods to Shanghai for sale by an agent there, the

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banker at Amsterdam advancing funds and receiving the proceeds. Several consignments had been made and had once been remitted in bank bills. The agent at Shanghai had then received a quantity of cotton goods, which he had sold, and had the proceeds in his hands. The banker wrote to him to "remit net proceeds" of consignments, and he bought a quantity of silk—the silk now in question—and shipped it on board a vessel for London. Receiving a telegram that Scheidlers had suspended payment, he endorsed the bill of lading to the banker at Amsterdam. While the vessel was on its voyage, and before the banker knew of the shipment, Scheidlers filed their petition in bankruptcy for an arrangement, and the banker afterwards sold the silk, which, on its arrival in the London Docks, was claimed both by the purchaser and the trustee. The Dock Company, indemnified by the banker, declined to give the silk up, and hence this action by the trustee to recover the value. At the trial the trustee had a verdict for £1,200, the question of law being reserved.

On the part of the trustee it was argued that the purchase of the silk was on behalf of Scheidlers, and passed to the trustee; that the agent had no authority to "remit the proceeds" in goods, but in cash; that therefore the consignment to the banker was unauthorised, and possessed no property in the silk, so that the purchaser had no title to it, and the trustee was entitled to recover the value. On the other side it was contended that the agent had authority to remit the proceeds in goods, and had done so, and that therefore the property had passed to the banker, and from him to the purchaser, and that thus the latter and not the trustee was entitled to recover the value. Moreover, it was said that even though the agent had no authority to remit in goods the banker might adopt his act. To this it was answered that there could be no ratification or adoption after the proceedings in bankruptcy had intervened. However, after long argument, the Court decided in favour of the purchaser, on the ground that the banker from whom he purchased had, by selling the silk, accepted it, and adopted and ratified the act of sending it as a remitment of the net proceeds to which he was entitled. Judgment, therefore, for the defendants.

THE DEATH OF MR. GEORGE TOWNEND.—An inquest has been held before Mr. G. H. Hull, coroner for West Surrey, at Byfleet, on the body of Mr. George Townend, of Shrapnell-park, Byfleet, and Mincing-lane, London, tea broker, who died under very peculiar circumstances, on the 6th inst., as recorded in our paper of 9th inst. It appeared from the evidence of the butler of the deceased gentleman that a few days since he was driven by the coachman, in accordance with the usual morning custom, to the Weybridge Station, to catch the early train to London. At five o'clock in the evening he was met at the station by the coachman, and driven to his residence. He had scarcely entered the house when he was seized with violent retching. He complained of great pain, and at his request some warm tea was given to him. He retired to his bedroom, and as he continued to get worse a medical man was sent for. On his arrival he pronounced the case a hopeless one, and the deceased died shortly after eight o'clock. The stomach and viscera of the deceased were sent to Dr. Stevenson, of Guy's Hospital, for analysis. This gentleman said he found the mucous coat of the stomach partially eaten away, but in no place perforated. He found in the fluid in the stomach about the third of a teaspoonful of sulphuric acid. The quantity found in the stomach was not sufficient to cause death, but it was possible that a portion of the acid had been got rid of by the retching. The coroner said the evidence was not satisfactory as determining the cause of the death of the deceased. The inquest was adjourned for the production of further evidence.

ON the 11th inst. there was launched from the building yard of Messrs. Hall, Russell, and Co. an iron spar-decked steamer, named the Esmeralda. She is of the following dimensions:—Length, 190 feet; breadth, 27 feet; depth 20 feet, and 660 tons. This vessel has been built under special survey, and has been classed A1 at Lloyds. She will be brigantine rigged, fitted with compound condensing engines of 110-horse power nominal, and with all the latest improvements. She has accommodation for first and second-class passengers, and she has been constructed on the most approved plans for light, ventilation, &c. The ceremony of christening was performed by Miss Nellie Manson, daughter of John Manson, Esq., banker. The Esmeralda has been built to the order of Messrs, Peele, Hubbll, and Co., Manila, and is the tenth vessel built by Messrs. Hall, Russell, and Co. for the China seas. She is intended to run between Hong Kong and Manila, in connection with the Pacific Mail Company's steamers, and will be under command of Captain E. Theband, who is well and favourably known in the East. The vessel took the water beautifully, and was immediately afterwards taken to the shear poles, to receive her machinery. Another steamer is on the stocks for China.

JAPANESE EMPLOYEES.—The *Alta* of San Francisco has the following:—By the Pacific Mail Steamship *China*, which sails to-day, two very bright young Japanese gentlemen, sons of his Excellency Minister Okubo, who is thought to be one of the ablest men in the present Government, return home after an absence of nearly three years, during which they have been studying in the Eastern States. Mr. Samuel M. Bryan also returns to Japan, having concluded, on behalf of the Japanese Government, a new Postal Treaty with the United States, which will go into operation on next New Year's Day. Mr. William E. Parson also goes out under engagement as teacher in the Imperial College at Tokio. He was formerly professor at Harvard University, which position he resigned to accept the present appointment. Mr. E. Gilbert, an English engineer, also goes under engagement to the Department of Public Works, to take the superintendence of the Imperial telegraph lines in Japan. All these gentlemen take their families with them.

THE Commander of the P. and O. Company's steamer *Bokhara* describes his experience of the recent typhoon while on a passage from Shanghai to Hong Kong. The following passage will perhaps convey some idea of the violence of the gale:—"The barometer at this time (10 P.M.) stood 28·70 (lowest reading), wind about east, storm passing to south by west of us. At 11 P.M. barometer rose to 28·80, the wind blowing in gusts of inconceivable strength, the ship entirely enveloped in spray, rendering it impossible with the roar of the storm to see or hear anything. 11.30.—Ship heading well up to north-east by east put on engines dead slow. From this time till 1 A.M. of the 23rd the gusts of wind continued with undiminished force, but with less frequency; wind at east-south-east, barometer 29·30, and rising rapidly; at 2 A.M. the gale moderated, though the sea continued very high and confused. At daylight proceeded towards Hong Kong, and arrived at 4 P.M. same day."

THE CHINA TRANS-PACIFIC COMPANY.—Under the head of "The Charge of the Light Brigade" the *Japan Weekly Mail* has an article upon the China Trans-Pacific Steamship Company. The *Mail* seems to think that the fate which has overtaken the company was inevitable, and a comparison is instituted between the Charge of the Six Hundred at Balaklava and the position of the company at starting, the cannon in the case of the company being represented by the rival Pacific Mail Company. The *Mail* is severe on the company, although it acknowledges that it has done some good service, inasmuch as it has shown that the expenditure of twenty-five days in crossing the Pacific is wholly unnecessary and has taught the old company a lesson. It admits, however, that we want more speed and less charges, and thinks the Pacific Mail Steamship Company will profit by the lessons taught by the short-lived rivalry.

ON Tuesday next, Dec. 1st, the Aborigines Protection Society will hold a meeting at the Friends' Meeting House, Houndsditch, at 7 o'clock, at which Sir Charles Wingfield, K.C.S.I., will preside. Speeches will also be delivered by the Hon. Evelyn Ashley, M.P.; Mr. Alderman M'Arthur, M.P.; Edward Jenkins, Esq., M.P.; Sir George Young, Bart.; Sir Coomara Swamy, Member of the Legislative Council of Ceylon; the Rev. Dr. Moffat, late of South Africa; N. Achoy, Esq., a Chinese gentleman; Edmund Sturge, Esq.; R. N. Fowler, Esq.; James Heywood, Esq., F.R.S.; Justin M'Carthy, Esq.; Stafford Allen, Esq.; R. Alsop, Esq.; Professor Sheldon Amos, and other gentlemen. The subjects of discussion at the meeting will include the Coolie Trade, Slavery on the Gold Coast, and the Polynesian Labour Traffic. The presence of ladies is particularly desired.

THE *Morning Post* of Friday in noticing the opening of the Legislative Council of Singapore and the statement of Sir Andrew Clarke on the subject of the relation of the Straits with the native States, says:—The policy that has been followed and that it is proposed still to follow, is not one of aggression upon neighbouring States, but of influencing and assisting them by giving them English officers to aid the rulers, who, left to themselves, are weak and inefficient. It is satisfactory to see how thoroughly the course Sir Andrew Clarke has adopted is approved by the representatives of the colony.

THE ORIENTALIST CONGRESS.—The German Emperor has conferred on Dr. Samuel Birch, of the British Museum, the Order of the Crown, Second Class, in recognition of Dr. Birch's presidency of the late International Congress of Orientalists. The Photographic Group, taken in the gardens of Mr. Bosanquet, can be now obtained from Messrs. Trubner and Co., Ludgate-hill. Messrs. Maull and Co. are taking photographs of all members who apply.

ENTOMOLOGICAL.—J. W. Dunning, Esq., V.P., in the chair.—Messrs R. E. Bull, F. Fitch, and H. D'Arcy Power were elected Subscribers.—Mr. Higgins exhibited some rare species of Cetoniidæ from Borneo; amongst them were *Lomaptera Higginsii*, O. Janson, and a remarkable Dynasti form insect, named by Count Castelnau *Westwoodia Howittii*. Also two smaller specimens, which had been supposed to be females of the last-named species.

Polybiblion announces that the Paris Japanese Society, which was founded after last year's meeting of the International Congress of Orientalists for the furtherance of Japanese, Chinese, Tartar, and Indo-Chinese studies, is in a flourishing state, and has about sixty life members. The young Society also possesses the nucleus of a good library, and its monthly meetings are well attended.

SIR RUTHERFORD ALCOCK, at the meeting of the Royal Geographical Society, on the 23rd inst., spoke upon the subject of the Polar Expedition. He congratulated the society upon the success attending the efforts of their president, Sir Henry Rawlinson, in obtaining from the Government consent to the proposal for another Arctic expedition.

FROM the *Bibliographie de la France* we learn that at Yedo there are published as many as eighteen periodicals, some of which appear daily and others at intervals of five days. The *Nishinshishi*, which has the largest circulation, sells as many as 15,000 copies. The others have a much smaller number of subscribers.

STEAMER "CITY OF PEKIN."—A despatch from Rio Janeiro, dated Nov. 7, states that a board of survey held on the steamer *City of Pekin* recommended that she proceed on her voyage to San Francisco. The damage to the blade of her screw was caused by striking a log or spar in the water.

FATHER TALLIEN, the French missionary who suffered so severely in Japan, and who had lately returned to Paris, died on the 8th inst., it is said owing to the exhaustion occasioned by the fatigue and suffering he had undergone.

THE Dewsbury Chamber of Commerce has passed a resolution approving of the steps taken by Lord Salisbury for resuming the survey of Captain Sprye's proposed Western China route.

THE Eastern and Australian Company's chartered steamer Legislator arrived at Brisbane from Singapore on the 9th inst., three days early, with London mail of Sept. 18.

WE understand that a telegram has been received at the Admiralty from Admiral SHADWELL, stating that the Japanese will evacuate Formosa with all despatch, the agreement with the Peking Government being accepted as entirely satisfactory.

WE believe that Sir ARTHUR KENNEDY, whose departure from Hong Kong for England is recorded in another part of our impression, has returned to the Colony without completing the voyage.

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: TUESDAY, NOV. 24, 1874.

THE RECENT SITUATION OF AFFAIRS IN CHINA

THE attitude of the Chinese and Japanese for some time past has been a strange one, and has strongly reminded us of two little boys, who, after a good deal of beating about the bush, square up to and glare at one another, and who, not having been able to get their courage up to fighting point, finally settle their quarrel by shaking hands. As we have believed all along, the difficulty between the two countries has (we are told in a telegram dated Shanghai, Nov. 8) been amicably arranged, and in consideration of the Japanese troops evacuating Formosa, China has consented to pay an indemnity of Tls. 500,000. We heard but recently that another Japanese envoy—OKUBO, Minister of the Interior, and one of the chief organisers of the expedition to Formosa—had gone up to Peking, and, after a somewhat lengthy negotiation, peace has been the result of his mission. It affords us much satisfaction to learn from a later telegram that Her MAJESTY'S Minister assisted in bringing about the amicable arrangement of this miserable squabble, which has too long attracted the attention, in a certain measure, of the whole civilised world. It is an old saying, but a very true one, that it's an ill wind that blows no one good, and we doubt not that many people have found their profit in the uncertain state of affairs in the Far East. A large trade has been done in munitions of war, for the Chinese (as well as the Japanese for that matter) have shown themselves most anxious to procure efficient arms at any cost, and also to improve their drill, musketry practice, &c., at high pressure speed by the aid of the red-haired barbarian; if only a few ironclads (good, bad, or indifferent) had been procurable, they would most certainly have realised a very handsome profit indeed. Apart from their unprepared condition as regards arms, drill, and ironclads, a very serious difficulty has lately menaced the Chinese, viz., disaffection among their troops, the precise cause of which, in the present instance, it is not easy to divine. Chinese soldiers, we know, are often troublesome to their officers and the locality in which they are stationed, owing to their military chest being in a chronic state of bankruptcy, but we never before remember to have heard of any actual insubordination and mutiny.

In view of recent events, which so nearly ended in war, let us take this opportunity of considering briefly the power of China from an offensive point of view—a power which, notwithstanding all she has done of late years to improve her position in military and naval matters, still exists more in imagination than in reality. Less than twenty years ago China did not possess a single vessel of war worth calling by such a name, and her rulers would have shuddered at the bare idea of employing steam machinery as a motive power in the place of their time-honoured and unwieldy sails; her soldiers, taken as a body, were the veriest tag-rag and bobtail that ever a general had to deal with; discipline, as we understand the term, was almost unknown; their arms and accoutrements were of the most primitive nature; but at the same time they had the recommendation of possessing a certain brute courage and overweening self-confidence. Since that time China, as well as her opponent Japan, has lavished enormous sums of money, which, as we have previously remarked, had far better have been devoted to more peaceful purposes, upon arsenals and dockyards. She has built several war-steamers of various sizes, until quite lately under foreign superintendence, of which a Tientsin correspondent remarks,—"We now see that all the wretched wooden men-of-war "built at Shanghai and Foochow can be completely over-"awed by a couple of Japanese ironclads." She has learned to manufacture cannon, shells, rifles, and all the implements of death, in imitation of the most approved European patterns; but how long these dockyards and arsenals will be of any use without their staffs of foreign superintendents, instructors, and workmen is, to say the least of it, very dubious; for, as it is natural to man to err, so is it natural to the Chinese official to let things go to rack and ruin. Considerable bodies of Chinese troops have been drilled and organised on the European model, and, doubtless, they make a tolerably creditable appearance on the review ground; but will this newly-acquired discipline stand the test of service in the field? We fear not; and our fears are the more increased by the conspiracies and mutinies recently prevalent in the various military camps. A diplomatist, of long experience in the Far East, writing recently of these organic changes in the military and naval systems of China, at which we have glanced, expresses an opinion that the Chinese "seek the power of defending "their coasts and territories from the attack of European "forces by sea or land." This most probably has been their hidden intention, but what European who knows anything at all about the Chinese nature will believe for an instant that at the present moment they could do either? Nay, even if they had entered npon a war with Japan, could they have hoped to withstand the first onslaught of their enemies? We think not, for the Japanese were better prepared for war than the Chinese, and they were evidently most active and energetic in making ready for the fray. It is not improbable, however, that China would have gained in the long run, for she had everything in her favour in that respect; her population is more than ten times that of her rival, her resources are practically inexhaustible, and, though her financial position may not be very good, she is entirely unhampered by any external debt. We rejoice exceedingly that peace has been at length secured, and we trust that one good effect may result to China from the fright which she has received, viz., that she will assume the responsibility of governing Formosa as part of China, and repress the lawless tribes, or she may have another indemnity to pay in a few years.

THE HONG KONG AND SHANGHAI BANK.

WE are informed that a circular is in course of signature by the London shareholders of the Hong Kong and Shanghai Bank to the directors at Hong Kong, deploring the present condition of the Bank, and expressing their want of confidence in the present management. They recommend that an inspector be at once appointed to visit the various branches, and report on their position and management, and that the directors take steps for effecting changes where incompetency or wilful disobedience of instructions is found. This is very well so far as it goes, but it does not demand, in a vigorous and decisive manner, that thorough change indispensable to put the Bank once more in order as a substantial working institution. To effect this an accountant of known standing in London should be sent out to examine and report to the shareholders the actual position of the Bank at its head office. It is absolutely necessary that all such commitments as the "Sugar Companies," the "Pier and Godown Company," the steamer *Pingon*, &c., should be cut adrift and closed. Let there be no room for further talk on these black spots, which have done so much mischief. So long as they remain open confidence will not return, and this, of course, means a gradual slipping away of deposits and business generally. No further light has been thrown on the losses made by the London branch, which are computed at £30,000. Mr. MACLEAN is in charge, but Mr. VACHER is not formally dismissed, but said to be on leave. The shareholders have exercised marvellous patience and good will towards the directors, and it is to be hoped that they will make a good use of the treatment. In effecting changes in the management a spirit of economy should be inculcated, and such extravagant outlays as the Ba k's

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premises at Shanghai must not be permitted. A more reliable and faithful statement of the bank's operations must be given half-yearly, and losses must not be hidden and covered up from view until they assume such proportions that they become so alarming as to cause a panic. Since 1871 the reports have stated, and the chairman has confirmed them, that ample provision had been made for bad and doubtful debts. Another half-yearly statement such as the last will certainly not be passed over so easily. With a fresh start under efficient managers there is every prospect of the Bank recovering its prosperous condition. We publish in another column an exhaustive and very able article from the *Celestial Empire* of Shanghai, which has attracted considerable attention. The conclusions of the writer, however, given at the end of the article, are not approved.

THE Woosung Road Company (Limited), which was registered in London a few months since, for the purpose of constructing and working a tram or railway between Shanghai and Woosung—a distance of about 9½ miles—sent out an experienced engineer to survey and report upon the line and make plans and estimates for its construction. On receipt of his report it is hoped that the company may be in a position to conclude a contract for completing the railway and sending out the rolling stock, should no unusual difficulties present themselves. A railway is already made and in working order in Japan, but this is the first attempt at introducing one in China; and although the line is a short one, it is hoped that when in operation the Chinese cannot fail to appreciate the very great advantage of the rapid conveyance of goods and passengers by this means over the old and extremely slow carriage by canal and river or on the shoulders of coolies, the only means now in use. The development of railway communication with the interior of China would lead to the opening up of the great mineral and other resources of the country, afford a new field for the employment of foreign capital, and give a fresh impetus to trade in manufactures and native produce.

AS our readers are probably aware, the port of Southampton has for some time ceased to be the actual terminal point of the P. and O. Company's steamers, the depot being transferred to London. The Company have now issued a circular to their employés at Southampton, in which the formal announcement of the change is made, to take effect at the end of the year. As Southampton will now simply be a port of call and used for the landing and embarking of mails and passengers only, the interests of the town and Dock Company unfortunately are considerably affected. The wisdom of this procedure on the part of the directors of the Company can hardly be questioned. The vessels of the Company now in Victoria Docks are the *Indus*, *Mirzapore*, *Lombardy*, and *Mongolia*. The *Bangalore* is to go under repair at the yard of Messrs. DENNY of Dumbarton. The *China* is repairing at Deptford. The *Sunda*, *Poonah*, *Deccan*, and *Avoca*, it is expected, will be at work again in a few weeks.

AT the opening meeting of the Geographical Society, on the 10th inst., the President, Sir HENRY RAWLINSON, alluded to the expedition from Burma as one of the events of the coming year which the Society would watch with more than ordinary interest, and from which it expected important results both to geographical research and to trade. The survey, he stated, would be from Bhamo to Talifoo, and an interpreter from the Consular Service was attached to it. From advices we have received from China the interpreter to be detached for this service is Mr. A. R. MARGARY, a gentleman whose name came prominently before the public some two years ago in connection with the wreck of a French vessel at Kelung, and whose personal bravery on that occasion was rewarded by the Albert medal of the first class.

IT is often our unpleasant task to disagree with the policy of our Minister at Peking, and it is therefore with the more pleasure that we notice that the negotiations which led to the amicable settlement of the Formosa difficulty was effected mainly through the aid and counsel of Mr. WADE. This is a fit opportunity for Lord DERBY to recommend that some mark of distinction be conferred on Mr. WADE. The Japanese Government will no doubt find a way of showing their appreciation of the pinnacle to which he has raised them. We shall be glad to see Japan next settling the Korean difficulty, which has so long baffled the Western powers.

WE have been informed that Mr. J. G. MURRAY, of the Consular Service, has at last succumbed to the extraordinary life which he has led for the past five years. He was of course one of the men indicated in our article of May last on the "Incompetency of the Consular Service." With regard to our remarks on the students at Peking we hear that two of the number have been suspended for incompetency or idleness. It is pretty clear from this that our strictures were well founded.

OUR Paris correspondent informs us that a telegram has been received from Mr. JANSSEN, the chief of the French expedition for observing the transit of Venus in Japan, announcing his arrival at Nagasaki. The French Government is fitting out six gunboats destined for service in the China Seas. By order of the French Government, Admiral KRANTZ, the interim Governor of Saigon, has issued a decree suppressing all gambling-houses in the colony from the 1st January next.

WE understand that the Manchester Chamber of Commerce addressed a letter to Lord CANARVON, requesting a copy of the report of the Commission of Inquiry taken at Hong Kong on what is known as the "Hong Kong Blockade Question," and in reply were informed that it would not be desirable to publish it at present; but the matter has the serious attention of Government, and in due time instructions would be sent to Governor KENNEDY and our Minister at Peking.

THE Anti-Opium Association have issued a circular inviting additions to the committee, and giving a copy of the resolution passed at the meeting held at the London Tavern on the 13th inst. The resolution expresses cordial sympathy with the objects of the association, and is a pledge of support to the anti-opium movement.

WE regret to announce that Mr. SAMESHIMA, the Japanese Minister in Paris, is compelled to leave for Japan, owing to ill-health. He will probably leave by the French mail steamer of Dec. 20. During his absence the First Secretary, Mr. NAKANO, will take charge of the Legation.

MR. W. D. SPENCE, and Mr. A. S. HARVEY, of the Consular Service, who lately returned to England on leave, have, we understand, entered at the Temple for the study of the law. Mr. SCOTT and Mr. BRENAN have returned to China, and Mr. WARREN has arrived home on leave.

THE negotiations for the transfer of the steamers *Vasco de Gama*, *Vancouver*, and one now building on Clyde to a company, to be founded under the auspices of the Pacific Railroad Companies, are still going on. The boats intended for the Sydney and San Francisco line are also included in the arrangement. Mr. HILL and Mr. IRWIN have left this for New York.

THE STRAITS AND LABUAN.

From the papers relating to Her Majesty's Colonial Possessions, just issued, we gather the following particulars relative to the Straits Settlements and Labuan:—

STRAITS SETTLEMENTS.

Governor Ord in October, 1873, reports:—

There has been no alteration in the taxes and fees levied in the colony. The balance to the credit of the colony on the 1st of January, 1872, was $464,467, while on the 1st January, 1873, it was $689,602.

The principal works undertaken at Singapore in 1872 were the commencement of the new iron market at Clyde Terrace, improvements to the barrack accommodation of the police by fitting up for them the old Sepoy lines, certain improvements to the prison, and extra accommodation at the pauper institution.

A large expenditure was incurred on the North Sands Lighthouse, but I regret to say without any result. The iron lighthouse and the light are here, and it is hoped that the piles will be driven next fine season.

At Penang, beyond some improvements to the prison, no new works were attempted. A considerable sum was as usual expended in roads in Province Wellesley, to carry out a scheme devised in 1870 for opening up that district.

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At Malacca no expenditure was incurred beyond the usual current upkeep and repairs.

On the whole, with the exception of the North Sands Lighthouse, the expenditure on public works in 1872 was the same as in 1871.

In imports the increase in Singapore is about 19 per cent.; at Penang it by no means exhibits the rapid increase it showed in previous years, and the imports from the United Kingdom, British Colonies, and coasting show a considerable decrease, but on the whole trade of the place the increase is about 2½ per cent. At Malacca the increase is considerable, being about 22 per cent.

In exports the increase at Singapore is 22 per cent.; at Penang, about 16 per cent.; and at Malacca, not less than 32 per cent. The return represents the trade of the colony as a whole in a very flourishing condition.

Labuan.

Governor Bulwer reports as follows with reference to the coal mines in the colony :—

Now that the colony is left entirely to its own resources, and receives no assistance whatever from the Imperial Government, either in the shape of a grant in aid, or in that of military protection, the successful development of the coal mines of the island has become more than ever a matter of the utmost importance to the colony.

For five and twenty years the story of the Labaun mines has been one of continuous and unqualified failure.

For five and twenty years these unfortunate Labuan mines have passed from company to company, from the control of one board of directors to that of another, from one management to another management, always with the same pretensions and promises at the outset, and always with the same failure in the end, till their very name has become a bye-word, and they have acquired that discredit which belongs to unsuccessful pretensions.

But, though the fact of failure is well known, the causes that have led to it have not been equally well understood, and the discredit that has become attached to the coal resources of this island I have no hesitation in saying is most unmerited.

In truth, it is not the mines that have failed the companies, but rather the companies that have failed the mines, which have never yet had a fair trial given to them. The companies must themselves bear the responsibility of their failures. They all sacrificed their permanent interests for some temporary advantage which also was rather an apparent than a real advantage. The desire of obtaining *immediate* returns of some sort with as little delay as possible appears to have outweighed every other consideration with them. The deep coal was neglected, simply because to win it required time and a large outlay, counterbalanced by no present return, and the energies of manager after manager, and the resources of company after company, were wasted and frittered away in surface workings and temporary sources of supply, which yielded, indeed, immediate returns,—inconsiderable at the best of times though these were—but which, being temporary sources, soon became exhausted, even when they were not abruptly brought to a close, as it frequently happened, by some mining error or by some ordinary accident, to remedy which proper means were not forthcoming at the time.

THE HONG KONG AND SHANGHAI BANKING CORPORATION.

(From the *Celestial Empire*, Shanghai, Sept. 12.)

The Hong Kong and Shanghai Banking Corporation, which may fairly be ranked as the most important of our local institutions, commenced business in April, 1865, and has now completed the ninth year of its existence. Starting originally as a limited company, with a paid-up capital of two million five hundred thousand dollars, it was incorporated in July, 1867, as the "Hong Kong and Shanghai Banking Corporation," with a capital of five millions of dollars. For the first six years of its existence the prosperity of the bank increased steadily, and though its profits were from time to time affected by the dulness of trade and other causes, in 1871 a reserve fund of one million of dollars had been accumulated, and the directors in their semi-annual report congratulated the shareholders on the "continued prosperity of the bank at all points."

Since the year 1871, however, the reserve fund has not been increased, and though during the following year, in anticipation of a bonus being declared, bank shares reached their highest figure in the stock market (77 per cent. cash), there has since been a marked falling off in the value of shares, and the position of the bank with reference to certain advances has more than once been called in question. Recent disclosures have brought to light a state of affairs which, at first sight, reflects but little credit on the bank direction, and calls for more than superficial examination on the part of those interested in the well-being of the institution.

Looking, as we do, upon the Hong Kong and Shanghai Bank as a species of mercantile barometer, by which the prosperity or otherwise of trade in China may, to a certain extent, be gauged, attention was first called to the coming storm by a drop of over thirty per cent. in the value of shares during the months of July and August last; confidence being so much shaken by rumours prejudicial to the interests of the bank that speculators were willing to "sell short" for delivery in February, 1875, at nine per cent. premium. Three months ago bank stock was looked upon as a safe investment at thirty-five per cent. premium, and shareholders, believing the reserve fund of $1,000,000 to be intact, were contented with the prospects of a reduced dividend for the six months ended on the 30th June last, considering the "extreme dulness of trade" to be sufficient cause for an unsatisfactory balance-sheet.

As the time for the half-yearly meeting drew near, vague rumours were circulated of heavy losses made by the bank in exchange, by outside operations in London by the Sugar Refinery, the Indo-Chinese Sugar Company, &c., and at last it was currently reported that there would be no dividend. These rumours were at first put down to the "Bears," but gradually an unpleasant conviction dawned upon shareholders, that the rumours for once were founded on facts—and the half-yearly report was looked forward to with gloomy forebodings. On this report it is our intention to comment as well as on the speech of the chairman of the corporation made at the half-yearly general meeting of shareholders held on the 19th August, with a view to discover the reasons for the heavy depreciation in the stock, and of ascertaining, if possible, by an analysis of the figures, what the present position of the bank may be.

In order to accomplish this properly, we must briefly revert to the working of the Bank since its institution :—

Years.	Paid up Capital.	Net profits as per half-yearly reports.	Per centage on capital for six months.	Net annual profit.	Dividends paid.	Amount carried to Reserve.	Balances carried forward.	Deposits and notes in circulation.	Remarks.
1865	$2,500,000	$225,055.93	$9.00	$225,055.93	8 p.c.—$133,200	$33,300	$12,281.00	$3,381,876.62	The result of eight months' trading.
1866	2,538,775	245,946.43	9.69	—	4 p.c.—100,000	66,700	45,696.86	3,810,833.08	Commercial crisis. Failure of Overend, Gurney, and Co., and Agra and Masterman's Bank. Six Banks
	2,885,200	301,388.21	10.45	547,334.64	6 p.c.—180,000	75,000	35,901.44	4,132,651.94	withdrawn from China.
1867	3,000,000	260,237.38	8.67	—	6 p.c.—180,000	75,000	14,188.81	4,714,162.36	Failure of Dent and Co. Six month's usance adhered
	3,000,000	378,470.40	12.61	638,707.78	6 p.c.—180,000	125,000	57,276.60	6,279,121.25	to by H. K. and S. B. Co.; other banks attempting to restrict usance to four months.
1868	3,000,000	339,705.36	11.32	—	6 p.c.—180,000	125,000	70,674.14	6,762,810.35	Reserve Fund invested in Indian Government paper.
	3,000,000	389,975.08	13.00	729,680.44	6 p.c.—180,000	125,000	63,252.14	7,064,465.76	Directors anticipate increased dividends when Reserve made to $1,000,000.
1869	3,000,000	252,479.82	8.42	—	6 p.c.—180,000	—	116,791.51	7,860,130.34	Profits interfered with by cheap interest, and unre-
	3,500,000	255,632.75	7.33	509,112.57	6 p.c.—210,000	100,000	46,280.12	7,811,684.19	munerative turn taken by exchange.
	3,500,000	278,065.53	7.94	—	6 p.c.—210,000	—	99,398.33	8,659,134.49	
1870	4,000,000	366,570.49	9.16	644,636.02	4 p.c.—160,000	—	22,554.33	11,113,984.84	Franco-German War. $268,587.13 set apart to meet doubtful debts.
1871	4,000,000	365,847.06	9.15	—	6 p.c.—240,000	100,000	31,331.04	12,767,267.35	Reserve Fund made up to $1,000,000.
	4,500,000	368,246.88	8.18	734,093.94	6 p.c.—270,000	100,000	18,340.18	12,578,247.38	
1872	4,500,000	397,474.11	8.83	—	6 p.c.—270,000	—	122,826.51	15,245,415.86	Exceptional provision made for anticipated losses on doubtful old outstandings.
	5,000,000	219,516.40	4.39	616,990.51	6 p.c.—300,000	—	19,227.76	16,072,924.88	
1873	5,000,000	339,566.17	6.77	—	6 p.c.—300,000	—	36,599.97	18,223,804.03	Falling off of profits attributed to general dulness and unremunerative nature of trade.
	5,000,000	203,721.50	4.07	542,287.67	4 p.c.—200,000	—	26,299.53	18,767,753.53	
1874	5,000,000	104,193.49	2.08	—	Nil. Nil.	225,000 taken from Reserve.	7,042.19	16,210,319.17	$334,000 (including $225,000 from Reserve) set apart to meet losses. A further sum of $275,000 from Reserve possibly required.

From the foregoing table it will be seen that the bank reached its zenith of prosperity in 1868, when, on a capital of $3,000,000, a profit

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of $729,680.44 was realised, of which $325,000 was carried to the reserve fund.

During 1869 this fund was increased by $100,000, the profits being affected by "cheap money at home and the unremunerative turn taken by exchanges."

In 1870 the business of the bank was affected by the Franco-German war, and the directors, "deeming it best for the interests of the shareholders to make full provision for all doubtful outstandings," recommended the reduction of the dividend to ten per cent. for the year, and the retention of $268,587,13 out of the year's earnings to meet the depreciation on the previous valuations of the Bank's "securities," &c.

In 1871, the accounts showed a profit for the year of $734,093.94 (on a capital of $4,000,000 for the first half year and $4,500,000 for the second,) out of which a dividend of 12 per cent. was paid, and the Reserve Fund was increased by an appropriation of $200,000, making it amount to $1,000,000.

In 1872, a profit of $616,990.51 was realised—(the capital during the latter half of the year being $5,000,000) and a dividend of 12 per cent. was paid, the directors expressing their regret that they had been obliged to make exceptionable provisions for anticipated "losses on doubtful old outstandings."

Bank shares reached their highest price in August 1872, sales being made at 77 per cent. premium for cash, and at 86 per cent. premium for delivery on 31st December, 1872.

As compared with previous year, 1873 showed an unsatisfactory result; the net profit, "after making provision for all bad and doubtful debts," amounting to $542,387.67, from which the directors recommended a dividend of 10 per cent. for the year, attributing the unsatisfactory profit to the general dulness and unremunerative nature of trade. The Chairman, Mr. S. D. Sassoon, at the first half yearly meeting, held on the 13th August, 1873, said:—

There had been a rumour that the Bank's Reserve Fund had been encroached upon in order to meet losses; he would say that the rumour was quite unfounded, and that the Bank's Reserve Fund, and all the old accounts, so far as the directors knew, were quite intact. With reference to the failures in the China trade, the bank was not affected, and all possible losses had been fully provided for. As regards the Pier and Godown Company, its prospects, as every one knew, were in a very precarious condition. The amount advanced by the bank to it under a mortgage of its property and a bill of sale was about $110,000, but the property about two years ago had cost the Company $290,000, so that any loss on that score would not be likely to occur.

At the second half-yearly meeting, held on the 16th February, 1874. Mr. S. D. Sassoon further remarked on the position of the Bank with regard to the Pier and Godown Company, and said that "The last time he addressed a meeting of shareholders it would be remembered that he alluded to a large sum which had been advanced to the Pier and Godown Company. The directors then considered that the advance was fully covered by the value of the property, it having cost three lakhs to the Company. At the auctions, however, no higher bid than $89,000 was made, and it was not sold, although the directors fully believed that it was worth the money advanced, and that it would yet realise it; they had judged it wise to write off the sum."

This statement, together with the confident tone adopted in the Half-Yearly Report—which was worded as follows:—

"The directors regret that the profits of the six months are unsatisfactory as compared with the previous half-year, and can only attribute the falling off to the general dulness and unremunerative nature of trade. When business revives and again becomes generally profitable, the directors have confidence that previous results will be fully obtained. The prosperity of the corporation continues, and the directors congratulate the shareholders thereon. The deposits have increased $3,100,000 during the year, and the Bank enjoys the full confidence of the public at all points—caused slight reaction in the price of shares, which, however, was not maintained. Early in April, bank stock commenced to decline in value, and in August last, sales were made at 5 per cent. premium."

We now come to the Half-yearly Report, issued to the shareholders on the 12th August, 1874.

As will be seen from the foregoing résumé, nothing had transpired officially prior to the issue of the Report, to prepare the shareholders for such a disastrous catalogue of losses, culminating in the reduction of the Reserve Fund by one-half ($500,000) and the non-payment of the usual half-yearly dividend, the Bank being thus in a worse position than in December 1867, at which date the Reserve Fund, and the profits available for distribution, amounted to over six lakhs of dollars.

We cannot but think that a report announcing such very serious reverses should have entered more fully into details, as it is difficult for shareholders, unless thoroughly conversant with facts, to believe that so large a sum as $609,000 could be lost in the six months under review, absolutely *without warning*. Making allowance for the extreme depression of trade during the early part of 1874 we can understand the small profit in working accounts, but when we (with the assistance of the remarks made at the general meeting by the Chairman, Mr. W. H. Forbes), analyse the losses incurred, apart from the general working of the bank, we cannot absolve the directors from all blame in the matter of concealing the real position of its affairs, nor can we account for the extraordinary supineness shown by the shareholders present at the general meeting held on the 19th August. We cannot but consider this apathy on their part as blameworthy in the extreme, and prejudicial to the interests they represented.

When the report of the Hong Kong and Shanghai Banking Corporation came into our hands a few weeks ago, it certainly appeared at the first blush that we had before us a frank and open statement, setting forth with impartiality the errors into which the bank had been drawn, and the crowd of misfortunes which had been the inevitable result. We commented upon the document, accordingly, and we noticed that in this both our Hong Kong and Yokohama contemporaries are at one with us. We naturally accepted the report as a formal catalogue of facts which were to be investigated and discussed at the meeting of shareholders, when certain explanations would be asked and given—a procedure which appeared to us not only natural and a matter of course but absolutely necessary under the circumstances for the re-establishment of the bank in the perfect confidence of the public. Instead of this, we are astonished to find nothing but a superficial and rather off-handed address from the chairman, alluding to "the combination of misfortunes" which had led to the present disastrous condition of affairs; laying blame, vaguely, on this servant and on that; alluding with equal laxity of speech to certain recoupments which might or might not be possible in the dim future; assuring the shareholders that the bank scrip was really very much below its intrinsic value, and reminding them cheerfully that there was still half the reserve fund left. This agreeable tirade was received with complacency and applause, the chairman resuming his seat amid continuous cheering; everybody disclaimed any desire whatever to ask a single question; a little mild chaff passed between some of the shareholders about nothing in particular; and upon a motion, put by the chairman, the report and statement of accounts were *passed unanimously*.

We will now analyse the "unfortunate events" which resulted in the loss of $600,000 in six short months. Passing over the transactions in sterling bills, exchanges, and bullion, which may be classified as *legitimate* banking business, however unsatisfactory the out-turn, we come to, firstly, the "considerable transactions entered into by the London manager *on his own responsibility* in bonds and securities, resulting in a heavy loss (variously estimated at from £30,000 to $150,000.) A portion of this loss "may," as the chairman remarked, "possibly be recovered," but the sole consolation remaining to the shareholders whose money has been lost by these speculations is that the Board will doubtless *now* take steps to prevent the possible recurrence of any such misappropriation of the funds under their control. We think that an expression of opinion from the shareholders on this important matter would have materially strengthened the heads of the directors in dealing with the question at issue. Secondly.—The sugar refinery, the drain down which has been poured no small portion of the profits realised in previous years by the legitimate business of the bank.

Another estimated deficiency has been provided for, to what extent we are not informed, but it is satisfactory to find from the accounts (a statement of which was laid on the chief manager's table for inspection), that the gross sum outstanding in the books of the bank was $335,000, against which the refinery was valued at $400,000.

The most hopeful feature about this account we gather from the *comparative statements of local sales of refined sugar at the China Sugar Refinery, from 1st January, 1869, to the 30th June, 1874*, which may be summarised as follows:—

LOCAL SALES.

	Piculs.	Value.	Average price.
1869	3,651.30	$31,899.33	$8.74
1870	10,442.85	81,133.56	7.77
1871	9,393.03	71,728.51	7.98
1872	20,097.17	166,532.33	8.29
1873	43,189.34	354,429.05	8.27
Total in five years	86,773.69	$705,722.78	$8.13

LOCAL SALES—1874.

	Piculs.	Value.
January	3,277.61	$27,531.87
February	3,824.76	30,741.62
March	10,153.55	74,171.68
April	9,276.04	68,976 40
May	12,255.28	91,339.83
June	12,163.65	92,204.82
Total for six months	$50,920.89	$384,966.22

Average price, $7.56.

From this statement it will be seen that the manufacture of sugar and its consumption by Chinese is steadily on the increase, the deliveries *for the first six months* of 1874 being considerably in excess of the deliveries for the preceding twelve months.

As a matter of fact, we believe that the refinery is now paying from $3,500 to $5,000 per month (from $42,000 to $60,000 per annum), and may be considered as a *good asset* for the first time since the account with Watree, Smith and Co. appeared in the books of the bank. Thirdly:—*The Pier and Godown Company.*—This account, so far as we can gather from the addresses of Mr. S. D. Sassoon, quoted above, stands in the books of the corporation at some $90,000. Though the policy of the board in refusing the $89,000 offered for the property in 1873 may be questioned, there is no reason for anticipating any further loss of importance upon this account. The property is in a good situation, and is now leased, and a fair prospect exists of its eventual sale. Lastly:—*The Indo-Chinese Sugar Company.*—We are given to understand that the sum set apart to provide for the expected deficiency actually eliminates the account from the books of the corporation, leaving any sum hereafter realised by the sale of the estate to come in as profit.

It is for their reticence on the subject of the probable losses under this head that we blame the directors. They must have known prior to February 1874 that a further large sum would be required to make good the heavy advances made to the Indo-Chinese Sugar Company, which has been for years past in a state of insolvency. No blame could attach to them for losses so incurred, as the advances were made under different management, and by directors (with one exception) not now on the Board; but the necessity for setting aside so large a sum as $275,000 to meet possible losses might have been avoided by a judicious provision for the impending deficit out of the earnings of more prosperous years. We fully sympathise with the existing Court of Directors, who have now to bear the blame which rightly attaches to the manager and directors, with whose consent the advances were made to the Indo-Chinese Sugar Company, the Sugar Refinery, and to the Pier and Godown Company. It must have been an unpleasant task for the Chairman to present to the meeting a statement of accounts comparing so

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unfavorably with those of previous years; but he must have derived a certain amount of consolation from the fact, which he was able to announce, that "*every known loss had been so fully provided for that a portion of the sum set aside might possibly be recovered,*" which we sincerely trust may prove to be the case, and that at the next meeting the Chairman may find his hopeful anticipations more than realised.

Though we do not approve of the refrain which runs through the late reports of the directors and the addresses from the chair, when referring to these special losses, viz., "they are not likely to occur again," we do believe that *at last* the shareholders *know the worst*, and that the proposed withdrawal of $275,000 from the reserve will extinguish the accounts which have for years past proved such a heavy drain upon the resources of the bank. Looking back to the report of the past nine years, it appears to us worthy of notice that the corporation has been remarkably successful in its *legitimate* banking business, the losses thereby incurred being small in comparison with the extent of its operations. This fact cannot have escaped the attention of the directors, who, it is hoped, having learnt a severe lesson as to the bad policy of assisting in local speculations, will in future avoid business which, in addition to crippling their resources, may involve them in heavy loss, and seriously affect the credit of an institution which it is their duty jealously to protect. Having now attempted to make the present position of the bank clear to our readers, we must leave them to form their own opinion as to its prospects for the future.

A revival in trade is as necessary for its prosperity as for the prosperity of the merchants in China, who are its chief constituents and supporters. Good times for the merchant mean good profits to the Bank, and though trade is now unusually depressed, there are signs that the time is near at hand for the opening up of the vast resources of China to foreign enterprise, and for the employment of foreign capital to aid in their development.

THE ANTI-OPIUM SOCIETY.

On the 13th inst. a number of gentlemen met for breakfast at the London Tavern, at the invitation of the Executive Committee of the new Association for opposing the Opium Trade. About seventy-five were present, including Mr. Alderman M'Arthur, M.P., Dr. J. P. Newman, Chaplain to the Senate, U.S.A., Gen. Alexander, Donald Matheson, Thomas Hanbury, H. Hilton, Rev. W. Braden, Dr. James Legge, N. Achoy, of Hong Kong, and representatives of the various Missionary Societies, Dr. Mullens, E. J. Parke, E. Hutchinson, &c. After breakfast Alderman M'Arthur was called to the chair, and in a vigorous address pointed out the injustice of the opium trade and urged that the matter had been too long neglected in and out of Parliament, and that now we ought to wake up the conscience of the country to grapple with the evil. The subject had been allowed to sleep since Lord Ashley (the present Earl of Shaftesbury) had brought it forward in the House of Commons, till it had been renewed by Sir Wilfrid Lawson. He (the chairman) then voted with Sir Wilfrid's small minority, but he considered the ventilation of the question was very useful, and that it ought to be brought before the House every year. His speech in the House had been made on commercial grounds. Instead of doing the large trade with China we had anticipated, we sent to its 400 millions of population but six million pounds worth of exports, while the Australian colonies with four millions of people took as many as fourteen million pounds worth of our goods. On religious grounds much more might be said. He was sure that they could not expect the blessing of God on their connection with India if they continued the opium traffic. He was quite certain that what was morally wrong could not be practically right. Mr. T. B. Smithies then explained how the meeting was brought about by Mr. Edward Pease, of Darlington, who had offered prizes of £100 and £200 for essays, and thus had brought before him such a mass of facts which had made them feel that something must be done. Our countrymen were very ignorant on the subject. It really was the fact that not only did our Indian Government protect the revenue but that it leased the land to be planted, appointed inspectors to look after the crop, and advanced cash to the Indian farmer.—The temporary Secretary, Mr. F. S. Turner, then read letters expressive of their sympathy with the objects of the meeting, from Edward Pease, of Darlington, Henry Richard, M.P., and J. Hudson Taylor, of the China Inland Mission. Letters from Dr. Duff, Charles Thompson, and other gentlemen were mentioned, but for lack of time not read. The Secretary then read a brief paper to give an account of the present state of the opium trade to those friends present who were not informed as to its details. He explained the production in India, the Bombay pass duty, the nature of the monopoly and its contribution to the Indian revenue. He pointed out how the Indian Government had clearly and emphatically recognised the pernicious effects of opium consumption in India, and how the monopoly had been defended on the ground that it is a protection to the natives of India against the fatal seductions of the drug. He asked if the drug changed its nature by crossing the water, or if Chinese constitutions were poison-proof? Passing to China, he maintained that opium smoking is an ever-increasing, ruinous vice, that the popular voice of China condemns it, and that our import of the foreign drug is only maintained by force. This last statement he supported by reference to the letter of Prince Kung and the foreign board of Peking to Sir R. Alcock, demanding to be released from the obligation to admit opium. An animated discussion followed, in which Drs. Legge and Newman, Donald Matheson, Gen. Alexander, and others took part.

Mr. Ng. Achoy, of Hong Kong, who is now studying for the Bar at Lincoln's Inn, said: I have to ask your indulgence on one point. Being a Chinese, I should prefer to express my sentiments in my native language, but as this would be unintelligible to many of you, I shall speak the language of your country, and in doing so if I cannot convey my idea so clearly to you as you think I might, I hope you will pardon me for my limited knowledge of your language. There cannot be, I presume, two opinions about the desirability or rather the necessity of abolishing the opium traffic, because of the injurious effects produced by the use of opium. The whole nation of China has been demoralised by it. Its evil influence extends to all classes of my countrymen, from the highest to the lowest; the rich and the poor, the educated and the ignorant, nay, from the prince down to the peasant, all are under its sway. If you go to the official circles, you will find many mandarins rendered sluggish and indolent from the effect of opium smoking. If you turn your attention to the family circles, you will see innumerable victims to this vice, who present a melancholy spectacle; they have become weak and enervated both in mind and body. The injurious effects are not confined to the smokers alone, but their offspring are sufferers also. There is a marked difference between the children of the opium smokers and the children of those who are not; the one are weak and sickly, while the other are healthy and strong. But this is not all; opium smoking leads to the commission of crime; instances have been known of opium smokers selling their parents, wives and children, and there have been innumerable cases where men have been led to steal and commit robberies from want of means to purchase opium to satisfy their craving. (Several voices called out—What, then, is the remedy?) The speaker continued: I am not here to suggest means, especially as I am a foreigner; but this I must say, that if England was able to afford to pay an enormous sum of money, such as £20,000,000, for the emancipation of slaves about forty years ago, surely she could now afford to forego a smaller sum of £6,000,000 a year by ceasing to cultivate the poppy in India. But this sum will not be wholly lost, as the land hitherto used for growing poppy will be turned to the production of cereals and other useful articles, which will bring something to the Government. There is another reason why the opium trade should be discontinued, that is, it creates an ill feeling between the two nations—I mean England and China. The lower class of my countrymen are under the impression that opium was first introduced into China by the English people, and though this has been found not to be true, yet are not the English people responsible for the large importations of this drug carried to China? This is the chief cause for the hostile animus manifested by my countrymen against foreigners, and if you want this hostile feeling to be eradicated, and permanent friendship established between the two nations, first of all let this injurious opium traffic be abolished. In conclusion, I must remark that I am very much pleased to see so many benevolent people in this country taking so deep an interest in this question; and I can assure you that I am expressing the sentiments of my countrymen when I say that if encouragement is needed you may count on their hearty support and co-operation.

A resolution was unanimously adopted expressive of sympathy with the objects of the meeting, and pledging the gentlemen present to support it.

Monetary and Commercial.

Tenders for £550,000 in bills on India were received on the 18th inst. at the Bank of England. The amounts allotted were, —To Calcutta, £343,300; and Bombay, £206,700. Tenders on all Presidencies at 1s. 10¾d. will receive about 5 per cent.; above in full. These results show a further increase in the demand for the means of remittance to the East, chiefly due, it is understood, to large exports of cotton to this country.

The Coffee Trade of Costa Rica is flourishing, for not only are the planters there realising double the prices of three years ago, but they are exporting largely in excess of previous years. Last year 11,250 tons of Coffee were exported, against 6,875 tons in 1872. The value of last year's crop was £1,180,000, whilst the estimated cost, all including charges until on board ship, was only £781,000. Of this quantity the largest portion by far is shipped to Great Britain; California comes next as a customer, and France and Germany next.

We understand that an entirely new description of Tea is now being imported from South America, where it is extensively used by the natives. It is said to be of very good quality, though possessing a rather peculiar flavour, not unlike the Ceylon Tea, and the cost of it is so low that it will be sure to meet with a ready sale in England, so soon as tea-drinkers become accustomed to its flavour. It is very small in size, similar somewhat to Gunpowder Tea, and is of a deep black colour.

The dividend to be recommended at the annual meeting of the P. and O. Company on the 4th December is 2½ per cent. for the six months ending 30th Sept. last, with the payment of 2 per cent. from the underwriting account, making, with 2½ per cent. dividend paid in June, a total of 7 per cent. for the year.

The Oriental Gas Company (Limited) has declared a dividend of 5½ per cent. for the half-year, payable on the 4th prox. The report gives a satisfactory account of the progress made in that time.

The directors of the Anglo-Egyptian Bank recommend in their report a distribution of profits amounting to £3 per share, free of income-tax, making, with the pound paid in June last, a dividend of 20 per cent. for the year.

At a Court of Directors of the Bank of England it was arranged to recommend to the proprietors Mr. Henry Hucks Gibbs, the present Deputy-Governor, for Governor, and Mr. Edward Howley Palmer, of the firm of Dent, Palmer, and Co., as Deputy-Governor, at the election in April next.

A sum of £160,000 in Japanese gold coin was received by the P. and O. steamer *Mongolia* on the 16th inst. This amount has been sold for transmission to France at 76s. 4⅜d. per oz.

The Market for Bar Silver has been very firm during the

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week, and all the arrivals have been sold at 58d. per oz., and an increased price would have been paid had there been any amount available. A limited amount of Mexican dollars by the French Packet was sold at 57d. per oz. for shipment by the steamer leaving yesterday for China.

The bullion per P. and O. steamer *Pekin*, from Southampton Nov. 19, was—in gold, to Galle, £2,000; in silver, to Singapore, £23,780; to Shanghai, £940. Total in gold, £2,000, in silver, £24,720.

Shareholders in England of the Canton Insurance and Union Insurance Companies are complaining at not receiving their copies of the reports issued in Hong Kong in September. The report of the Canton was noticed in our issue of the 9th inst., and reports of meetings of both companies were received by the mail which arrived in London on the 11th.

At the time of the issue of the Amoor Steam Navigation Company's bonds by Messrs. Schroeder and Co. we took exceptions to them as a good security, at which they, in common with all interested in their issue, were very indignant. It seems now that we were right in our conclusions. A meeting of the bondholders was held at the Cannon-street Hotel, at which the majority of them decided that in view of the position of the company, and to prevent its affairs coming to a standstill, it would be advisable to forego the payment of the coupons now becoming due and to join in some scheme for promoting the interests of the undertaking generally.

Messrs. John Pook and Co. announce that the partnership heretofore existing between John Pook, Alfred Lawrence, and Charles Pook, under the style of John Pook and Co., has, so far as the said Alfred Lawrence is concerned, been dissolved.

ARTICLES OF IMPORT.

TEA.

Messrs. Arthur Capel and Co. report:—We have again had a very quiet market for the week. The demand is still inactive, and has been chiefly supplied from the public auctions, which in many instances have ruled rather in favour of buyers. The common Foochow teas, per Diomed, have met with a slow sale, they being but little in request, with the exception of those with good water. The public sales have comprised 17,755 packages for the week, the whole of which have been sold without reserve.

Congous.—Red-leaf kinds: Siftings have sold at full prices, some from recent arrival having realised 9d. per lb. Broken-leaf kinds sell slowly at previous prices. Fair to good common, free from dust, sell readily at former rates. Fair Kaisow kinds show no change. Good medium to fine have been in demand at fully previous prices. In finest nothing has been done. Pak Lin kinds, ex-Diomed, have been readily taken at very full prices. Black-leaf kinds: Common to fair have sold, at public sale, from 11½d. to 1s. 1d. per lb., showing but little change. Fair to good medium sell slowly at last week's prices. Good to fine and finest have been without special enquiry, prices remaining much as before. New-make Congous: Sales of common have been made from 11d. to 11½d. per lb., showing no change. Fair kinds have sold rather lower at public auction. Good to fine sell with difficulty rather below former prices. Oolongs have been sold, at public sale, from 1s. 1¼d. to 1s. 5½d. per lb., for fair to good kinds, being rather easier prices. Souchongs: Common have been sold at 11¾d. to 1s. per lb., good to fine have sold from 1s. 6d. to 1s. 9d., being previous prices. *Scented Teas.*—Canton Capers have been dull of sale privately, the Trade supplying their wants at auction, where prices have again been rather easier for common and fair kinds. Good to fine remain firm. Foo Chow kinds show no material alteration. Canton Orange Pekoes have sold at about previous prices; some fine at public sale realised 1s. 8d. per lb. Foo Chow kinds remain much as last week, the enquiry being limited. *Green Teas.*—The market continues dull, and the quantity offered at public auction is still large, prices consequently show some weakness, especially for Ping Suey kinds, which are now selling at very low prices, being again about 1d. to 1½d. per lb. lower. Finest Moyune have been better maintained, but common to medium kinds have sold rather lower.

SILK.

Messrs. Kilburn, Kershaw and Co.'s Circular says:—Since the date of our last the market for China Silk has remained very quiet, and business has been on the smallest possible scale. Continental demand has for the present almost entirely ceased, owing to the large "direct" importations into France, and our home manufacturers do not seem anxious to buy more at present, notwithstanding prices remain fairly steady for all but the very common description of Tsatlees, importers being generally firm holders of the little Silk which is now coming forward, not sold to arrive. In Canton Silk Tsatlee Reel continue very scarce, and commands full rates. Japans are very quiet. Deliveries are fair, but not equal to expectations, being from the 1st to 18th inst. as follows:—China, 1,850; Canton, 328; Japan, 317; Bengal, 110; total, 2,605 bales.

Coffee.—Only limited quantities of Ceylon have been placed on offer at the public sales, and a better demand having been shown a slight recovery from the decline which occurred last week has been established. The closing prices of plantation Ceylon are, triage and ordinary, 80s. to 98s.; small to low middling, 100s. to 107s.; middling to bold coloury, 107s. 6d. to 115s.; peaberry, 125s. to 129s. 6d. Small sales of Native have been made, realising for small 76s. 6d., bold 96s., peaberry 107s. per cwt. The sale is reported of 1,300 bags Manila at 87s. to 87s. 6d for good ordinary mixed quality.

China Preserves.—Of 250 cases Ginger offered a few cases only were sold at 8¾d. per lb.

Colombo Root.—Small sales reported at 10s.

Gums.—*Benjamin:* Siam, dark block, £9 15s.; drossy ditto, £7 5s.; Sumatra, seconds, £8 10s. to £8 12s. 6d. Guiacum: drossy lump, 4d. Damar Singapore 53s. 6d. per cwt.

Hemp.—In public sale 100 bales Manila good roping have been sold at £35 to £35 15s. per ton.

Japan Wax.—Small sales reported at 56s. per cwt. for fair to fine saucers, showing a further slight decline.

Musk.—In public sale Tonquin, first pile, has realised 43s. to 44s. 6d. second pile 17s. to 22s. 6d. per oz.

Pepper.—*Black:* Penang has been sold at 6⅛d. to 6 3-16d. on the spot, and at 6d. afloat (October sailing). *White:* Singapore has realised 8⅝d. to 8¾d., Penang 8¼d. per lb.

Rice.—The market is quite but steady at unchanged quotations.

Sugar has continued dull and inactive. Towards the close there has been more demand for common qualities at steady prices, but only moderate sales have been effected, including 220 baskets date Penang, fine dry, 19s.; 10,000 bags Ilo Ilo, unclayed Manila, at 18s.; and 420 packages washed Java at 24s. to 27s. per cwt.

Spices.—*Cloves* are dearer. Four cases Penang sold at 2s. 2¼d. to 2s. 2¾d.; 5 bags Amboyna at 1s. 9d. *Nutmegs:* 64 packages sold at previous prices; Penang, 74 nuts to the lb., at 3s. 8d.; 108 ditto, 3s. 1d.; limed, 2s. 9d.; Java limed, 2s. 11d. to 3s. 1d. *Mace:* 22 packages chiefly sold—ordinary Penang, 2s. 7d. to 2s. 10d. *Cassia Lignea:* 190 cases unworked, part sold at 59s.; stained, 58s. to 58s. 6d.; and 90 bundles Cassia Vera coarse Singapore, 25s. to 26s. *Cinnamon:* 20 bales Ceylon sold at 1s. 3d. to 2s. 2d. 300 bags chips were bought in at 4¼d. to 5¼d.

Sago.—800 bags pearl chiefly sold at full prices; fair small, 17s. 6d.; fair large, 17s. 6d.

Tapioca.—700 bags East India bought in at 2⅛d. to 3⅝d., 120 bags pearl sold, bullets, 20s. to 21s. 6d.

Tin.—The demand has continued good, but in the absence of speculation there has been a decline in Straits and Banca of about £1 per ton during the week. Closing quotations are as follows:—Straits on the spot, £93 to £93 10s.; afloat, £93; Banca, £101; Billiton £95 per ton.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Nov 12	Glamis Castle (s.)	Holmes	Shang., &c. via Lisbon	London
18	Resolute	Nicholl	Rangoon	Do.
10	Ionia (s.)	Jeffrey	Batavia	Marseilles
11	Linga	Loyneau	Akyab	Flushing
11	Nederland en Oranje	Pfaff	Saigon	Do.
14	Prins v. Oranje (s.)	Auks	Batavia	Texel
14	Clymping	Saunders	Colombo, &c.	London
Oct. 24	Mary Ann Wilson	Stoddart	Kobe	San Francisco
Nov 1	Talisman	Dahler	Batavia	New York
	Glenfinlas (s.)	—	China	Do.
	Killarney (s.)	—	Do.	Do.
17	Lady Hinks	Goodridge	Singapore	London
15	Tre Sorelle	—	Rangoon	Falmouth
18	Sunbeam	Chapman	Colombo	London
17	Madura (s.)	—	Java	Off Texel
	Mindora	Bray	Manila	New York
	Baastian Pot	V. Rosendaal	Padang	Do.
18	Norman Court	Shewan	Foochow	London
19	Bedfordshire	Lawrence	Colombo	Do.
19	Sir Lancelot	Felgate	Shanghai	Do.
	Gebroeder V. D. Beek	V. D. Woude	Rangoon	Plymouth
18	Edith Troop	Smith	Bassein	Falmouth
19	Glengyle (s.)	Gulland	China, &c.	London

DEPARTURES.

Date.	Ship.	Captain.	For	From
Nov 12	Osaka	Lowe	Hong Kong	London
11	Ivalo	Spolander	Singapore	Cardiff
11	Dorothea	Moller	Hong Kong	Do.
13	Sarpedon (s.)	Ferguson	Singapore, China, &c.	Liverpool
13	Seafield	Mackay	Colombo	London
13	Sophie	Jones	Hg. Kg., via Antwerp	Do.
14	Sultan (s.)	Owen	Colombo, &c.	Do.
13	Indian Empire	Baird	Yokohama	Cardiff
13	Panama	Burgdorff	Hong Kong	Do.
14	Leon (s.)	—	Manila	Liverpool
12	Ching Foo	Backie	Anjer	Sunderland
15	Maggie Douglas	Cunningham	Singapore	Cardiff
14	August	Rils	Macassar	Hamburg
14	Richard	Carlsen	Singapore	Do.
17	Ceylon	Reynolds	Hong Kong	London
17	Capella (s.)	Dryden	Colombo, &c.	Do.
12	Victor	Sorensen	River Amoor	Cronstadt
13	Martin Luther	Schjonning	Do.	Do.

See Shipping Postscript and Correspondents' Letters.

LOADING.

At London.—Steamers via Suez Canal.—For Penang, Singapore, Yokohama, and Hiogo: Abbotsford. For Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Scotland, Pardo. For Singapore, Hong Kong, Yokohama, and Hiogo: Wm. Batters. For Singapore, Hong Kong, Yokohama, Hiogo, and Nagasaki: Min. For Penang, Singapore, Hong Kong, and Shanghai: Ben Ledi, Bengal. For Singapore, Hong Kong, and Shanghai: Glamis Castle. For Colombo, &c.: Duke of Lancaster, St. Lawrence. For Galle, &c.: Elgin.

Sailing Vessels.—For Yokohama and Hiogo: Walton, Satsuma. For Yokohama: Annie Braginton. For Nicolajefsk: Genetiv. For Shanghai: Deerhound, Sir Lancelot. For Hong Kong: Rollo. For Chefoo, Tientsing, and Newchwang: Ousuri. For Penang: Glenisla.

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For Singapore: Kingdom of Saxony, Edeline. For Colombo: Lucknow, Queensbury.

At LIVERPOOL.—For Yokohama and Hiogo: Spirit of the Age. For Yokohama: Earl of Dufferin. For Penang, Singapore, Hong Kong, and Shanghai: Hector (str.), Priam (str.), Patroclus (str.). For Singapore: Johan Lang. For Batavia and Sourabaya: Questembert. For Shanghai: Success For Singapore (via Cardiff): Lady Lisgar. For Anjer: Finzel. For Manila (via Cardiff): Glee Maiden.

At GLASGOW.—For Batavia and Sourabaya: W. M'Kinnon (str.), Amboina (str.). For Manila: Antela. For Singapore and Penang: Pauline.

At GREENOCK.—For Java: Staadsraad Van Ewyck.

SPOKEN.

TIRLINGSHIRE, Penang to London, Oct. 20, 36 N., 37 W.
WYLO, from China, Sept. 22, 12 N., 111 E.
AGAMEMNON (str.), Liverpool to China, &c., Oct. 17, 15 N., 42 E.

FREIGHTS AND CHARTERS.

We have no material alteration to make in berth rates of freight since our last issue. Coal freights from the southern outports are somewhat easier.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. weight, 60s. meast. To Hiogo: 65s. weight or meast. To Nagasaki: 65s. weight, 70s. meast. To Shanghai: 60s. weight, 40s. meast. To Hong Kong: 55s. weight, 40s. meast. To Singapore: 55s. weight, 40s. meast. To Penang: 60s. weight, 40s. meast. To Colombo: 35s. weight or meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 35s. meast. To Hiogo: 45s. weight, 40s. meast. To Shanghai: 40s. weight, 25s. meast. To Chefoo, Tientsin, or Newchwang: 50s. weight, 45s. meast. To Hong Kong: 35s. weight, 25s. meast. To Singapore: 25s. weight, 25s. meast. To Colombo: 25s. weight or meast. To Penang: 30s. weight or meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Singapore: £25. To Penang: £25, f.c. To Batavia and Sourabaya: £28. To Galle: £23.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. to 38s. To Hong Kong: 31s. To Shanghai: 35s. To Singapore: 24s. To Colombo: 23s. To Galle: 22s. To Manila: 25s.

From Birkenhead, per ton.—To Hong Kong: 22s. To Shanghai: 27s. 6d. To Singapore: 18s.

CASUALTIES.

BATAVIA, Nov. 12.—The Gerrard Pieter Servatius, from Newcastle to Sourabaya, with coal, has stranded, and will become a total wreck Caseward (? on the East Coast of Java.)

NEW YORK, Nov. 2.—The Mary Ann Wilson, from Kobe, was thrown on her beam ends during a heavy typhoon, Oct. 2, in lat. 40 N., lon. 153 W.

NEWPORT, Nov. 14.—The Belted Will, from London to Shanghai, was in collision off Dungeness, received but slight damage, and proceeded on her voyage.

The Rosina, Hansen, arrived at New York, from Singapore, reports that from 19th to 23rd Aug. she experienced continual W. gales off the Cape, during which she lost and split sails, and sprung a leak above water line.

The Menchikoff, arrived at San Francisco, from Hong Kong, reports that she experienced a hurricane on Sept. 15, which washed everything moveable from decks, lost provisions, some bulwarks, and had one boat stove, flying gib, mainsail, and mizen stay sail blown away.

The Anne Dymes (off. No. 47,366), of London, Jones, from Akyab, to Falmouth, with rice, spoken on the 17th June in lat. 32 S., lon. 28 E., and has not since been heard of; has been posted by the committee of Lloyd's as a missing vessel.

HONG KONG, Nov. 18.—The Ningpo (Brit. str.), hence to Shanghai, struck on a sunken rock or reef near Breaker Point, and has put back here with damage to rudder post; she must go into dock for repairs and survey; cargo reshipped (? by the) Chinkiang. The Juno sailed on the 19th Oct. for Swatow and Chefoo, with sugar, but has since put back here strained severely, having encountered heavy gales on the 23rd, during which she sprung a leak; she will be sold, not being worth repairing; her cargo is slightly damaged, and has been reshipped by the Norman.

The Norman Court, Shewan, arrived from Foo-chow-foo, reports that she experienced a heavy W. gale for three days off the Cape of Good Hope, which she rounded 28th Sept.; she crossed the line 15th Oct., and encountered W. gales thence to St. Mary; on the 6th Nov., in lat. 30 N., lon. 27 W., during a very heavy gale from N.E. to N.W., she had jibboom carried away and boat, bulwarks, &c., stove.

MISCELLANEOUS.

At PORT SAID, Nov. 14, Quang Se (str.), from London to Colombo, &c.; Sumatra (str.), from London to Java; Ajax (str.), from Liverpool to Singapore, China, &c.; 16, Leyte (str.), from Glasgow to Manila.

THE LOSS OF THE "CHUSAN."—The Board of Trade enquiry into the loss of the steamer Chusan at Ardrossan has been concluded. From the evidence it appeared that a telegram was despatched at Waterford from Captain Johnston to Messrs. Baring Brothers, London, which was as follows:—"Steamer too weak. Do not consider it safe to proceed. Shall I return to Glasgow? Have written. Wire reply. Ship making water in sea-way." Baring Brothers subsequently wrote Captain Johnston as follows:—"We have received your letter of 12th inst., and also letters from Captain King and Mr. De Courcey May, and we have telegraphed the substance of your communication to Mr. Cunningham, Boston, from whom we shall doubtless hear in due course. As captain of the steamer and representative of the owner's interests, you should know best what to do, but we should think that it will be best to stay where you are for the present." The telegram and letters were put into Court. The Court unanimously decided that the loss was in no way attributable to the conduct of the ship's officers, whose certificates they accordingly returned.

LIGHT SHIP FOR THE JAPANESE GOVERNMENT.—Last week there was a trial of the Japanese twin screw-steamer named the Meiji-Maru, built by Messrs. Napier and Son, Glasgow. The dimensions of the steamer are as follows:—Length, 242 feet; breadth of beam, thirty feet; depth, twenty-two feet; burthen 1,000 tons B.M.; mean draft, twelve feet nine inches. She is fitted with two engines, each pair having cylinders of thirty and fifty-four inches diameter with a stroke of three feet. The trial was made in the presence of the Japanese Charge d'Affaires, Captain Brown, who is to command the steamer, Mr. Shillingford, Inspecting Engineer to the Japanese Government, and Captain Crockett, who has superintended the building. The results of the trial were satisfactory, notwithstanding that the weather was unfavourable, the steamer attaining a speed of thirteen knots with both screws and of eight knots with one screw only. The engines indicated 1,450-horse power. She will be despatched to Japan by Messrs. Matheson and Co., who have had charge of her construction.

ANOTHER addition to the fleet of mail steamers plying regularly between Amsterdam and Java, owned by the Stoomvaart Maatschappy Nederland, sailed from Glasgow on the 12th inst. for Amsterdam. The steamer is named the Prins Hendrik, and is a vessel of 365 feet in length and 37 feet beam, and measuring 3,000 tons. Her builders, Messrs. John Elder and Co., have supplied her with engines of 400-horse power. She is the third steamer Messrs. Elder have launched for this line during the past six months. The line was started in 1871 with four steamers of similar dimensions from this yard.

OFFICIAL advices from Paris state that in the ten days ending with the 10th inst. thirty-one ships passed through the Suez Canal. The transit revenue collected by the Suez Canal Company in the same period amounted to £26,000.

THE Glen Company have chartered the steamer *State of Virginia*, and she takes the berth for the Straits and China.

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References permitted to Parents of pupils, the Clergy, and to F. J. ANGIER, Esq., at the office of this paper.

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THE safest, surest and quickest mode of realising Coffee Estates is by registering them with the undersigned, who is always prepared to buy or to sell.

Seventy already sold—fifty now on the register.

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Dublin ... ... 66, Upper Sackville-street.

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Agent for the *London and China Express*.

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They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

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Shanghai	Yokohama	Singapore
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Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

Diploma of Merit, Vienna Exhibition, 1873.

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THE most delicious SAUCE in the world to CHOPS, STEAKS, FISH, &c. Sold by all Grocers and Oilmen in bottles 6d., 1s., and 2s. each. Trade mark—Willow-pattern plate.

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YOKOHAMA, JAPAN.

THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steamship lines in and out of Yokohama.

J. LYONS, Manager.
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GRAND HOTEL, VENICE.

FORMERLY HOTEL NEW YORK.

ON the Grand Canal. First-class house, with south aspect, the largest, best appointed and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

HOTEL THIERGARTEN—BERLIN.

SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler. Restaurant and Table d'Hote. Baths and all other conveniences.

HOTEL DES DEUX MONDES,

PARIS, 8, RUE D'ANTIN.

FIRST-CLASS English Family Hotel. Highly recommended.

LICK HOUSE HOTEL, SAN FRANCISCO.

AN old-established and thoroughly comfortable Hotel, in a central position. Large Dining Saloon, Restaurant, Reading Rooms, &c.

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ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

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THIS Hotel is most pleasantly situated in front of the Royal Gardens, and can be highly recommended to passengers per Messageries steamers to and from India, China, &c.

HOTEL KRON PRINSEN HAMBURG.

SITUATED on the Alster. A first-class House, at moderate prices.

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SITUATED in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from f.50 to f.4 per day. Restaurant, Table d'Hote, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the establishment.

12, RUE CASTIGLIONE, 12.

HOTEL DE LA VILLE, TRIESTE.

PASSENGERS to and from INDIA CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt water Baths.

Restaurant, Cafe, and Reading Room with English French and German papers, and the *London and China Express*. Omnibus attends the trains.

CHARGES MODERATE.

COWASJEE DINSHAW,

Close to the Landing Place, Depôt of
EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.
The *London and China Express* on Sale.

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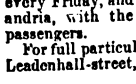
OVERLAND ROUTE and SUEZ CANAL.—Under contract for conveyance of H.M.'s Mails.—The PENINSULAR AND ORIENTAL COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, for Gibraltar, Malta, Port Said, Suez Aden, and Bombay.

Every second Thursday for Ceylon, Madras, Calcutta, Straits, China, and Japan.

Corresponding steamers are despatched from Venice every Friday, and from Brindisi every Monday, to Alexandria, with the Overland portion of the mails and passengers.

For full particulars apply at the Company's Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.



OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
Indus ...	3,478	500	Nov. 26	Mediterranean, Aden, Bombay.
*Mirzapore	3,763	600	Dec. 3	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Lombardy	2,723	450	Dec. 10	Mediterranean, Aden, Bombay.
*Mongolia .	3,833	530	Dec. 17	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits China, Japan, and Australia.
Avoca ...	1,481	250	Dec. 24	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Tigre ... ... Dec. 6	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Amazone ... Dec. 20		
1875.		
Ava ... Jan. 3		
Iraouaddy ... Jan. 17		
Hoogly ... Jan. 31		

The Steamers of the 20th Dec. and 17th Jan. connect at Aden with the Steamers for Reunion and Mauritius.

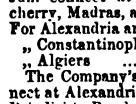
The Steamers of the 6th Dec., 3rd Jan., and 31st Jan. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.



SHORT SEA ROUTE to AUSTRALIA, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

Offices, No. 34, Leadenhall-street, London, E.C.

Steam via the Suez Canal. Last shipping day, 15th December.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, the well-known Clyde-built screw steam ship BENGAL, 2,036 tons gross register, 1,303 tons register, 275-h.p. nominal, 1,375-h.p. effective; Victoria Docks. This fine steamer, built by Messrs. Tod and McGregor, of Glasgow, and owned by the London, China, and New York Steamship Company (Limited), is noted for her great speed. Last outward passage, Gravesend to Penang, thirty-three days, including all stoppages.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

Steam via the Suez Canal. Last shipping day, 12th December.

FOR SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, the fine full-powered Clyde built screw steam ship SWATOW, 90 A1 (late "William Batters"), 829 tons register, 550 h.p. effective; owned by Messrs. John Swire and Sons, of London: Victoria Docks. This fine steamer, only one year old, and built by Messrs. Scott and Co., of Greenock, is expected to make a very rapid voyage.

For Freight or Passage, apply to Messrs. JOHN SWIRE and SONS, 19, Billiter-street; or to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

Steam via the Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates at shippers' risk; last shipping day, 2nd Dec.; the favourite Clyde-built full-powered screw steamer BENLEDI, 100 A1, 1,557 tons gross, 1,000 tons nett, 160-horse power nominal; J. W. BUCHANAN, Commander; South West India Docks. This fine steamer is well and favourably known in the China trade, and has splendid accommodation for saloon passengers.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

FOR CHINA AND JAPAN.—The undermentioned high-classed ships will be despatched as follows:—

Port.	Ship.	Class.	Dock.	To sail.
Chefoo, Tientsin, & Newchwang	Ousuri ...	A1 8 yr.	E.I.D.	With des.
Yokohama ...	Annie Braginton.....	A1 14 yr.	E.I.D.	With des.

For Freight, &c., apply to NORRIS and JOYNER, 126, Bishopsgate street Within, London, E.C. (corner of Cornhill).

CASTLE LINE of STEAM PACKETS from LONDON.—To follow the "Fleurs Castle.'—For SINGAPORE, HONG KONG, and SHANGHAI, the magnificent new Clyde-built steamship GLAMIS CASTLE, 2,380 tons, 100 A1, 300-horse power nominal; W. HOLMS, Commander, will load in the South-West India Dock. The attention of shippers and passengers is directed to this splendid steamer. She has excellent accommodation for a limited number of cabin passengers.

For Freight or Passage apply to THOMAS SKINNER and Co., 5, East India-avenue, Leadenhall-street, E.C.

CHINA.

THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Rollo	A1 13 yr.	W.I.D.	With des.
Hong Kong	Min.....	A1 13 yr.	E.I.D.	To follow
Shanghai ...	Deerhound...	A1 17 yr.	E.I.D.	With des.
Shanghai ...	Sir Lancelot	A1 16 yr.	E.I.D.	To follow

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

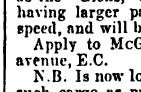
GLEN LINE OF STEAM PACKETS.—For SINGAPORE, HONG KONG, SHANGHAI, taking goods at through rates to Java and Japan Ports, the magnificent full-powered British owned s.s. STATE OF VIRGINIA, 100 A1, 2,473 tons register, 400-h.p. nominal, Captain MUDIE. This superior ship is handsomely fitted, and furnished with all requisites for both first and second-class passengers, and presents an unusually favourable opportunity to such desiring every comfort and speed.

This boat was built and engined by the same builders as the "Glens," and is equal to them in all respects, but having larger passenger accommodation and increased speed, and will be despatched on the 3rd Dec.

Apply to McGREGOR, Gow, and Co., 1, East India-avenue, E.C.

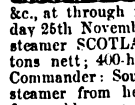
N.B. Is now loading at Glasgow, where she will take such cargo as may offer for a few days, and thereafter proceed to her berth in the South West India Docks.

Steam via the Suez Canal.



TO SINGAPORE, HONG KONG, SHANGHAI, YOKOHAMA, AND HIOGO. Taking cargo for transhipment to Java, Australia, &c., at through rates at shippers' risk. Last shipping day 25th November. The favourite full-powered screw steamer SCOTLAND, 100 A1, 2,645 tons gross; 1,694 tons nett; 400-horse power nominal; JOHN JAMES, Commander: South West India Docks. This magnificent steamer from her very great power offers the most favourable opportunity for goods and passengers; the elegant and spacious cabins being replete with every comfort.

For Freight or Passage apply to the owners, TEMPERLEYS, CARTER, and DARKE, 21, Billiter-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (Corner of Cornhill).



FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail.
Scotland, s.s. ...	2,645	Norris & Joyner...	Nov. 25
Benledi, s.s.	1,557	Do. do.	Dec. 5
State of Virginia, s.s	2,473	M'Gregor, Gow, & Co	Dec. 3
Edeline	499	Wright Bros. & Co.	Dec.

LIVERPOOL.

Priam, s.s.	1,572	Alfred Holt ...	Nov. 25
Hector, s.s.... ...	1,522	„ ...	Dec. 9

GLASGOW.

Singapore, s.s. ...	1,700	T. Skinner & Co.	Nov. —
Bowen, s.s.	1,700	„ „	Dec. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Sing., Hg.Kg. & Japan ...	Min. s.s. ...	A1 100	S.W.I.D.	Nov. 25
	A steamer	A1 100	S.W.I.D.	Dec. —
Shanghai ...	Forward Ho!	A1 17 yr.	S.W.I.D.	With des.

Apply at 5, Newman's-court, Cornhill, London, E.C.

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GENERAL COMMISSION MERCHANTS,

MILITARY EQUIPMENTS, &c

14, RUE DE LA GRANGE BATELIERE,

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P. L. SIMMONDS, 29, Cheapside, City REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

GUERLAIN, 15, RUE DE LA PAIX PARIS.—Veritable Ambrosial Cream for shaving, fashionable Perfumes for the handkerchief, Eau Lustrale for the hair, Eau de Cologne (préparation spéciale), Poudre de Cypris for the complexion, ni fard, ni bismuth ni produit chimique.

MacEWEN, FRICKEL, & Co.,

QUEEN'S ROAD, HONG KONG

GENERAL STOREKEEPERS AND COMMISSION AGENTS.

Special Agents for the

LONDON AND CHINA EXPRESS

THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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Aden	COWASJEE DINSHAW.
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Bangkok	S. J. SMITH.
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Batavia	HOUGHTON and Co.
Samarang	JACOBSON, VAN DEN BERG & Co.
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Hankow	
Tientsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL and Co.
Osaka and Hiogo ...	K. DE PIOTROWSK.
Yokohama	E. L. B. MCMAHON.

OFFICE, 2, COWPER'S-COURT, CORNHILL (Over the Jerusalem).

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Tuesday, Nov. 24, 1874.

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 587.] LONDON, MONDAY, NOV. 30, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Nov. 30.
JAPAN—Yokohama	Aug. 21	Oct. 7	Oct. 13
Yedo			
Osaka and Hiogo	" 7	" 4	" 8
Hakodadi			
Nagasaki	—	—	" 5
CHINA—Peking	—	—	" 6
Tien-tsin	—	—	" 9
Chefoo	—	—	" 2
New-chwang	—	—	" 10
Hankow	" 7	Sept. 23	" 10
Kiu-kiang	—	—	" 8
Chin-kiang	—	—	" 11
Shanghai	" 28	Oct. 12	" 16
Ningpo	—	—	" 12
Foochow	Sept. 4	" 13	" 18
Formosa	—	—	" 15
Amoy	—	—	" 19
Swatow	—	—	" 20
Hong Kong	" 11	" 20	" 22
Canton	—	—	" 20
Macao	—	—	" 21
PHILIPPINES—			
Manila	Aug. 28	" 6	" 16
COCHIN-CHINA			
Saigon	—	—	" 26
SIAM — Bangkok	—	—	" 24
BORNEO—			
Labuan	—	—	" 18
Sarawak	—	—	" 26
JAVA — Batavia	Sept. 18	" 22	" 25
Samarang	—	—	" 17
Sourabaya	—	—	" 20
MALACCA STRAITS—			
Singapore	" 18	" 19	" 29
Penang	" 18	" 17	" 24
CEYLON—			
Galle	Oct. 9	Nov. 2	Nov. 6
Colombo	" 2	Oct. 24	" 4

THE MAILS, &c.

☞ The French mail, bringing the above advices, was delivered, *via* Marseilles, this morning, its due date. The Pacific mail, with advices from Yokohama to the 14th Oct., reached London *via* San Francisco, on Saturday last, the 28th inst. The next inward (P. and O.) mail, with advices Yokohama 20th, Shanghai 23rd, Hong Kong 29th Oct., Singapore 5th Nov., which is due, *via* Brindisi, on Monday next, the 7th proximo, left Suez on the 28th inst., three days in advance of its due date.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Ava*, arrived Nov. 27.—From Yokohama: Messrs. Bayeaux, Danot, Briand, Culty, Bretonniere, Faure, Barnaud, Regotti, Ferreri, Imberti, Feruda, Bolmeda, Mdlle. Cesard. From Shanghai: Messrs. Duncan, Marsh, Goetz, Magnussen, Covedstein, Peterson, Walsh. From Hong Kong: Mr. and Mrs. Anderson, Messrs. Tennant, Fairhurst, Vaucher, Stevens, Marcial, Schlindorf. From Saigon: La Soeur DeChartres. From Batavia: Messrs. Schott, Viller, Kulher, Miss MacLean. From Singapore: Mr. Carr, Mr. Henrickson. From Galle: Messrs. Glynn, Ralton, Buckle, Norton, Bishop, Ribourt, Behre, Lormein, Strachan, Hunter, Aldruth, Marian, Fraser.

Per steamer *Antenor* (Holt's line), expected 1st Dec.—From Shanghai: Mr. W. Bonford, Mrs. and Miss Quarry, Mrs. Coate. From Hong Kong: Rev. W. H. Sawnson, Mr. John Belt. From Singapore: Mr. and Mrs. John Waters, Mr. and Mrs. Thorburn, Mrs. Cosens.

PASSENGERS OUTWARD.

Per P. and O. steamer *Pekin*, from Southampton, Nov. 19.—To Singapore: Mr. A. Watson, Mr. Unwin, Mr. Gibson, Mr. and Mrs. Gentle. To Galle: Dr. Coghill. To Ceylon: Mr. Arthur. To Shanghai: Mr. H. F. Holt. To Hong Kong: Mr. G. Northcote.

Per P. and O. steamer *Malta*, from Brindisi, Nov. 30.—To Hong Kong: Mr. A. Chant. To Singapore: Mr. C. Low.

Per P. and O. steamer *Mirzapore*, from Southampton, Dec. 3.—To Yokohama: Mr. Flourr. To Shanghai: Mr. G. Rose, Mr. E. G. Rose. To Hong Kong: Mrs. Wardlaw, Mr. and Mrs. G. Ewing. To Singapore: Mr. H. Taylor. To Ceylon: Mr. H. D. Paterson.

Per P. and O. steamer *Sumatra*, from Venice, Dec. 11.—To Hong Kong: Rev. Raimondi and friend. To Ceylon: Mr. G. H. Withers, Mr. J. V. Bell, Mr. J. H. Owen, Mr. J. Sinclair.

Per P. and O. steamer *Sumatra*, from Brindisi, Dec. 14.—To Hong Kong: Three Sisters of Charity. To Ceylon: Mr. D. S. Cargill.

Per P. and O. steamer *Mongolia*, from Southampton, Dec. 17.—To Singapore: Miss Cook. To Ceylon: Mr. Acklow, Mr. J. P. Rose.

Per P. and O. steamer *Malta*, from Venice, Dec. 25.—To Galle: Mr. J. A. Maconockie.

Per P. and O steamer *Malta*, from Brindisi, Dec. 28.—To Hong Kong: Mr. C. Braun. To Ceylon: Mr. G. Russell, Mr. M. Drysdale.

Per French steamer *Tigre*, Dec. 6.—To Yokohama: Mr. Pateman, Mr. B. De Mares. To Galle: Mr. and Miss Sabonadiere, Mr. and Miss Layard, Mr. and Mrs. Somes, Mr. Reeves, Mr. E. Delaunay. To Shanghai: Mr. B. Christiensson, Mr. L. Lefebre, Mr. M. Beazley, Mr. C. Burnet, Mrs. Simpson, Mr. A. Gerrard. To Saigon: Mr. Bossant.

Per French steamer *Amazone*, Dec. 20.—To Yokohama: Mr. Sameshima, Mr. Z. Ono, Mr. S. Okumura, Mr. Kawakami, Mr. T. Nagasawa. To Singapore: Mr. and Mrs. Sackermann. To Galle: Mr. M. Beaulieu, Mr. and Mrs. Bonnifieu, Mr. and Mrs. Pompont, Mr. Prietzbuer. To Saigon: Mr. Conneau, Mr. Gellé.

Per French steamer *Ava*, Jan. 3.—To Hong Kong: Mrs. Bell, Mr. Guilleman.

Per French steamer *Hoogly*, Jan. 31.—To Shanghai: Mr. Esmonet. To Singapore: Mr. Fercot, Mr. Jeanjot. To Saigon: Mr. Humbert, Mr. Hamon, Mr. Faure.

Per steamer *Priam* (Holt's Line), from Liverpool, Nov. 26.—For Port Said: Mr. A. Roche. For Hong Kong: Mrs. Hill.

Per steamer *Scotland*, from London Nov. 28.—To Yokohama: Mr. and Mrs. Robert McClure, Mr. Date. To Hiogo: Mr. John Douglas. To Singapore: Mr. R. M. Hill.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present French mail brings advices from this port to the 13th Oct.; and by the Pacific mail we have news one day later, viz., to the 14th Oct.; the French mail from London, 14th Aug., arrived out on the 3rd Oct., and the following P. and O. mail of August 21 was received on the 7th Oct. The following summary of news is from the *Japan Herald*:—

An important assembly of about fifty of the nobles and ex-daimios, convoked at the instance of the Government, met in deliberation on the 8th Oct., at the Emperor's residence, on the subject of the complication between China and Japan. The momentous question of peace or war was debated, and a resolution in favour of peace was adopted. We commend the assembly for the wisdom of its resolve, for a war with China must in the end have proved disastrous for Japan. We are as yet without any reliable information as to the progress of Okubo's peace mission to Peking. Beyond the fact of his having had an audience, and presented his credentials, nothing appears to be known, and inaction seems still the order of the day. Both parties continue despatching forces to Formosa, and making purchases of warlike material. The Japanese have also just bought another steamer to add to their already large fleet of transports. The number of deaths amongst their troops in Formosa appears to have been exaggerated, but the amount of sickness must be very large. One steamer, which arrived from there a few days ago, alone brought seven hundred invalids, which must be a very large percentage of the total number of troops there. The Government have issued a notice to the Chinese residents in Japan, informing them that they will be allowed to remain here in the event of war breaking out.

The drunken insolence of Japanese soldiers at Yedo is again attracting attention. Not long ago a lady, the wife of one of the foreign employés of the Government, was insulted, and a formal complaint was made through the British Minister. On the 4th Oct. Mr. de Bavier, Consul-General for Denmark, whilst returning from a walk to Meguro, was stopped on the road by a couple of drunken soldiers, one of whom took off his hat and insisted on Mr. de Bavier saluting him, which, as a matter of course, was refused. The soldier then used insulting language, and, laying hands on Mr. de Bavier, prevented his passing on. Having at length extricated himself, Mr. de Bavier went to an adjacent police station, and gave the two men into custody.

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The men were armed with side arms, and it was fortunate that the partly assailed so far contented himself as to take the course he did, for had he struck his assailants, very unpleasant consequences might have ensued.

Two important law cases are before the Courts here. In a case before the Japanese Court, a claim is made against Mitsui's Bank (the largest in Japan), for interest, &c., on account of their alleged refusal to discount $68,000 worth of their notes, payable "on demand," when presented to them; whilst the other, in H.B.M.'s Provincial Court, is brought against the Oriental Bank, to recover the amount of charges, &c., on a quantity of goods hypothecated to them, and held to their order. Neither case is yet concluded.

The railway between this town and Yedo, although now open for some two years, has been until now free from accidents. On the 11th October, however, whilst nearing the station at Yedo, the engine and leading carriage of a train, from some unexplained cause, got on the wrong line, and were eventually capsized. Luckily the injuries caused were very slight. The engine driver was injured in the legs, and the fireman scalded; but beyond bruises these were all the personal damages sustained.

The Japanese, not content with the prices ruling for silkworms' egg cards (the demand for which is extremely limited, whilst the supply is exceptionally large), have commenced burning a large quantity, with a view of raising the value of the remainder. Their efforts are, however, likely to prove abortive, as the *graineurs* have already filled nearly the whole of their orders.

Burglaries, in a slightly modified form, still continue, and a committee has been appointed to bring the subject to the notice of the Government. One thing is certain, that the dissatisfaction prevailing is calling attention to the present very unsatisfactory state of the Municipal Government of Yokohama, and will probably result in some change.

A correspondent of the *Gazette* sends an account of the execution of Tazaki Hidechika, who so barbarously murdered the late Mr. Haber, the Acting German Consul at Hakodadi.

It was agreed by Minister Von Brandt and the Japanese authorities at Yedo that Tazaki Hidechika should be executed privately within the prison walls, believing that the ends of justice would be best promoted by this course, as the prisoner might, if any opportunity was offered, exhibit unseemly bravado. The prisoner was carried to the place of execution, guarded by twelve policemen. Inside and in one corner of the prison enclosure was a kind of small court surrounded by a high wall and fence. At one side sat the witnesses, consisting only of the three foreign Consuls and several native officers. In the middle was a trench about six inches deep and three feet in length. The murderer was soon brought in blindfolded, and made to kneel on a mat, by the side of the trench; an officer then loosed his cords and tucked the clothes down about the neck, laid bare one knee, and arranged the hair, during which time prisoner occasionally mumbled something, apparently addressed to the executioner, giving directions about his clothes. He looked pale, but did not seem much concerned. Two executioners stood by with their swords, which were dipped in water. First executioner advanced and struck, missing his aim and hitting below the neck, close to the shoulders; the body fell forward, with the head in the trench, seeming to suffer much. A second blow was struck, and then the assistant executioner advanced and delivered a heavy blow, which being unsuccessful, a fourth attempt to sever the head from the body was made but failed. One executioner then took the head by the hair, and commenced to saw the head off with his sword in a most horrible manner, but was stopped by the chief officer. Water was thrown on the face, and, in order to show the face to the witnesses, the head not being entirely severed it was necessary to partially lift the body up with it. The body was covered with a mat, and Tazaki Hidechika had met his due reward. The time occupied by the decapitation was about two minutes. As the head was not severed from the body as per sentence and according to Japanese custom, the question may be raised as to whether the failure was intentional or not, as Hidechika may have preferred to suffer more to having his head cut entirely off; as to the Japanese idea of disgrace I am ignorant.

Among the passengers arrived by the Shanghai steamer, we observe the name of Major Kinder, the Director of the Mint at Osaka. It is understood that changes of importance are contemplated in this establishment, and that Major Kinder's connection with the Mint terminates in February next.

Mr. A. Gibson, solicitor, son of the Rev. H. Gibson, rector of Tyfield, Essex, has been permitted to practise in H.B.M.'s Provincial Court. Mr. Gibson is understood to have taken a high position on his examination.

Training for the Autumn Races, which take place on the 5th Nov. and following days, is now going on, and absorbs considerable attention. The celebrated racing pony Typhoon has been sold at auction by Messrs. Mitchell, Cope, and Co., and realised $800.

The markets are comparatively quiet. A slight demand has sprung up for cotton goods, and the principal other feature is a rise of about $20 per picul in silk.

Count Fe d'Ostiani had his audience of the Mikado on the 2nd October, for the presentation of his credentials as Italian Minister.

A strong shock of earthquake, lasting between twenty and thirty seconds, occurred on the 7th October, about 5 A.M.

A performance in aid of the Hospital has been given by Chiarini's circus troupe, which was well attended.

It is said that another Exhibition will be held at Kioto, to commence on the 1st March next.

A return rifle match between Hong Kong and Yokohama will shortly take place.

The proposed International Boat Race has fallen through.

CHINA.

SHANGHAI.

The present mail brings advices from this port to the 10th Oct.; the French mail from London August 28 was received on the 12th Oct. The following summary of news is from the *North China Herald*:—

The week has been unproductive generally of local events of any importance, and on the Chino-Japan difficulty in particular the reports from the north throw no fresh light. There seems to be unanimity of opinion, however, on the main point—that there will be no war. But the Japanese are still in Formosa, and their Ambassador at Peking, where the negotiators on each side seem to be waiting for the other to break ground on the question of indemnity.

The presence at Shanghai of H.B.M. squadron on the Asiatic Station has added to the social life of the place. A capital match at cricket was played last week between a Navy Eleven and the Shanghai Cricket Club, and was won by the latter. The band of the *Iron Duke* was in attendance at the cricket ground, and fine weather favoured the amusement.

H.B.M. gun vessel *Frolic* followed the *Midge* up to Shanghai on the afternoon of the 6th Oct., and next day the *Modeste*, the newest and handsomest corvette in the British navy, also came up. She is not ram-built, like the *Briton* and *Druid*, and her lines are much finer than those of either the *Cadmus* or the *Thetis*. She is, in fact, a model in her outline, and to a sailor's eye is particularly pleasing. The *Frolic* sported Admiral Shadwell's flag on her arrival, but it was shifted to the *Modeste* on the 8th Oct., with the customary time-honoured observances. The stay of the squadron here will, as at present arranged, extend to a fortnight, time enough, it is to be hoped, for the interchange of those courtesies for which Britishers abroad are ever famous when the army and navy are concerned. The *Dwarf* left on the 13th Oct. for a week's stay at Chinkiang, and is charged, we believe, with some special duty on the Yangtsze. The *Frolic* left for Ningpo on the 14th, where she will remain for a week, and then return to Shanghai, prior to taking up her station for the winter, which will probably be Hankow. It is understood that, after coaling, the *Midge* will proceed to Ningpo and relieve the *Frolic*; so that the Ningpo residents will have the reassuring presence of a gunboat for some time. The *Growler* is expected daily from Amoy.

Admiral Shadwell, accompanied by his secretary, has paid a visit of inspection to the Temperance Hall. Mr. Grimmer, the manager, conducted the visitors over the building. The admiral was epecially pleased with the permanent boarders' apartments, while the cleanly, healthful, and orderly appearance of the dormitories set apart for seamen and other temporary occupants, also met with his unqualified approbation. The library, reading-rooms, and dining-rooms were also inspected; and as the admiral's visit was quite unlooked for, it is gratifying to know that he saw the hall in its every day condition. He spoke in terms of great praise of the establishment and maintenance in Shanghai of so excellent a place of resort for the men of the fleet, and hoped that nothing would be permitted to interfere with its continued success. Such testimony as this cannot fail to be pleasing to the Temperance Society generally, showing as it does that their efforts to provide a counter-attraction to the public-house are approved by those whose position enables them to perceive both the need and the usefulness of such an organization.

The Russian gunboat *Sobol* arrived from Tientsin on the 12th Oct. on her way to Vladivostock, *via* Nagasaki, to winter. She will remain here about ten days, to make some slight repairs, before proceeding on her voyage northward.

The Hon. B. P. Avery, U.S. Minister to China, accompanied by E. T. Sheppard, Esq., U.S. Consul at Tientsin, has left for the North. H.B.M. Consul, Mr. Medhurst, has returned from Chefoo and has resumed charge.

We hear of several contemplated changes in H.B.M. Consular Service. Mr. W. King, Vice-Consul in charge at Kiukiang, goes home shortly on leave, and Mr. W. Stronach, Acting Vice-Consul, Shanghai, will go to Kiukiang; Mr. Watters, Tientsin, replacing Mr. Stronach. Mr. Davenport, Vice-Consul for this port, has had his leave extended. Mr. Alabaster, lately Acting Consul at Ningpo, is temporarily attached to the Supreme Court. Mr. Bristow takes charge of the shipping-office.

The steamer *Cawdor Castle* came up to Shanghai on the 8th Oct., from Woosung, where she had been detained for two days by want of water on the bar. When she arrived there, she drew 21 feet 5 inches, and had to be lightened to the extent of 250 tons, to enable her to cross on a draught of 19 feet 10 in.

The French barque *Union*, stranded on the Block House Spit, has been got off, and Messrs. Boyd and Co.'s steamer *Leven* towed her to Shanghai. It is said the barque has sustained no material damage by her prolonged stay on the mud.

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A melancholy disaster, involving the loss of a Chinese gunboat and all on board, is reported from Taiwan. The vessel is the transport *Ta Yak*, No. 15, of 600 tons, which foundered in a typhoon on the 29th September, while lying at anchor at Un Ping, Taiwanfoo. Fortunately the *Ta Yak* had landed her troops, but as it was, the loss of life was very serious, all the crew—seventy in number—excepting the captain, who was on shore on a visit to the Chinese Commissioner, having gone down with the vessel. Three steamers were at anchor in the roads at the time of the disaster, but none of them could render any help, as the sea was running mountains high, and breaking right over the vessels. One of them, the *Chi Ngan*, slipped both anchors and ran for shelter to the Pescadores, while the *An Lan*, No. 4, ran down south. Immediately on the arrival of the news at Foochow, Mr. Giquel despatched Captain Farrow with carpenters, divers, and all the necessary apparatus for raising sunken vessels, hopes being entertained that the *Ta Yak* may be raised. The *Tchin Hang*, which brought the news to Shanghai, also took from Foochow officers and a full crew for the *Haiching*, which has been running for the China Merchants' Company for some time, but is now to be put in commission for Government use. Subsequent advices *via* Hong Kong, report that the Chinese gunboat *An Lan*, referred to above, was driven on the Formosa coast, ten miles below Taiwan, and became a total wreck. The crew managed to save themselves.

The barque *Farningham* arrived on the 9th Oct. from Freemantle, seventy-eight days out. She left the day previous to the sailing of the *Nardoo* from the same port, and the latter arrived at Shanghai on the 10th September. The *Farningham* not having been heard of for some time apprehensions were felt as to her safety. As she lies at present near the harbourmaster's hulk, she presents a sorry sight, with her mainmast "fished" and her bulwarks gone fore and aft. Though her decks were swept by successive seas, not a drop got below, and were she not a strong and taut craft she could hardly have come so safely through the rough weather she met with.

The return of fine weather has again brought the racecourse into good order, and enabled owners of ponies to make occasional use of it during the training season. So far there has been little opportunity for testing the merits of ponies. The entries for the various events do not come up to those of last autumn meeting, and are particularly short in the steeplechase and hurdle races, but on the whole they are considered satisfactory. The Griffins contain forty-one entries, and the Consolation forty-eight.

A Naval Court has been held, at the English Consulate, to investigate the circumstances attending the foundering of the barque *Argonaut*, during a typhoon off the East coast of Formosa on the 1st Oct. The testimony adduced showed that captain, officers, and crew made almost incredible efforts to save the vessel, but the continued fury of the elements, lasting from the 27th September to the day named, proved too much for them. They had to abandon the vessel, but did not do so until she had become a perfect wreck and was fast sinking. Just at that time, a French barque hove in sight, bore down and took them off in safety. The Court were unanimous in giving the highest commendation to Captain Sanderson and his crew for their efforts to save their vessel; and Commander Grant, of H.M.S. *Midge*, the President, was requested to bring the gallant and generous conduct of the French Captain to the notice of the Board of Trade.

At the U. S. Consulate-General, before Mr. Seward, Consul-General, the case of "Sit-Ming-Cook *v.* R. W. Wade," for assault, came on for hearing. The facts of the case are so nearly similar to those detailed in our lengthy reports of the cases heard in the English Police-court, *in re* Orme, that it would be waste of space to repeat them. The present case was settled by Mr. Wade paying the expenses incurred by the complainant.

Miss Carry George's Dramatic Company continues to perform daily, and its capabilities have been well brought out in the pieces lately given. The acting is always careful, and in most instances really of a high order; and the success with which nightly changes of programme are put through is not a little creditable to the management. Numerically weaker, the Company seems to us as a whole stronger in talent than that of which several of its members formed part last year, and well deserves the support of playgoers.

A gentleman who recently visited Woosung sends us the following note regarding the works in progress there. Being interested in the science of fortification, and desirous of inspecting Chinese works, the writer tried to find the new Woosung forts, but seems to have been unable to discover anything more formidable than the entrenched camps recently formed for the accommodation of soldiery, and the river embankment works which we referred to some months ago:—

From the Lighthouse there seemed some indication that the Chinese had not been idle during the past twelve months, and I can assure you I contemplated what appeared to be a fortification with no little interest, but I was doomed to disappointment, as you will see. About 400 yards from the river, inland, has been erected an earthwork enclosure, 300 feet by 400 feet, the height being about ten feet, width at bottom six feet, and at the top two feet; the top of the wall has embrasures about a foot wide and the same depth, and some three feet apart. The Chinese live inside the enclosure in tents, and the place is in a filthy condition. There is a very liberal display of flags; I never saw so many in so small a space before. I imagine it is intended to have a ditch cut around the place. The men, as far as I could see, are not armed. Another enclosure by the side of this, a little farther inland, needs no description, as it is similar in all respects. Workmen are employed driving piles along the edge of the river and filling in with earth; of course this simply means improving the embankment; what may be done after the embankment is made good I do not know. At one place, for a length of about 100 yards, piles are driven in three tiers abreast, the space between them being filled with earth and stones. Perhaps the intention is to erect a fort above this, but there is no present indication of it.

An application to Li Tsung-hi, the Viceroy at Nanking, on behalf of the proposed Reading-room and Polytechnic School for Chinese, at Shanghai, made by a Chinese member of the Committee, has called forth from his Excellency the handsome acknowledgment, giving a subscription of Tls. 1,000. Countenance so liberal and favourable from the high officials of the Empire must materially strengthen the hands as well as the funds of the promoters, and encourage them to go on hopefully with their laudable enterprise. We expect soon to hear that the Committee have secured a suitable local habitation in which to carry out the objects covered by the name already chosen for the Institution.

Our correspondent writes on the 1st Oct. from Peking:—

The Japanese Ambassador is still here, discussing the Formosa matter with the Tsung-li Yamen. Little of a general nature, and nothing positively, is as yet known regarding the said discussion, but it is believed that it has not got beyond the question of the sovereignty of the island. The Japanese have taken up the position that aboriginal Formosa does not belong to China, and to this they seem inclined to stick, while the Chinese of course assert that their territorial rights extend over the whole island. I question much whether the negotiations have yet settled that point; but at the same time, from all one can hear, the Japanese seem to maintain the position simply in justification of their action, and, that being conceded, with a view to getting an indemnity for the expenses of the expedition. I don't think they mean to argue a right to annex or colonise, and thus there is every probability that war will be averted. The attitude of their Ambassador, and the diplomatic delay to which he has apparently been a party, are just the opposite of what was expected when he was despatched on his mission, and plainly indicate a desire to have the affair patched up. It is now believed here that the Japanese are feeling their way slowly and cautiously towards an indemnity, and if that were settled the whole thing would be over. The Chinese, it is believed, expect to be called on for an indemnity, but I fancy the amount the Japanese may ask for will depend on circumstances.

Among Legation *on dits*, I may mention that his Excellency M. Geoffroi, the French Minister, is likely to go home very soon, the Comte de Rochechouart again becoming Chargé d'Affaires. The Hon. Mr. Avery, the new Minister of the United States, is expected in a week or two; and Dr. Williams, who has been Chargé d'Affaires since Mr. Low's retirement, will leave for America early in the coming year.

HONG KONG.

Our advices by the present mail extend to the 22nd October; the French mail from London Sept. 11 was received on the 20th October. The following items of news are from the *Hong Kong Daily Press*:—

We deeply regret to have to announce the sad news of the death of Lady Kennedy, which reached the colony on Oct. 20, through the Governor of Singapore. The sad news has cast a general gloom over the colony. In the death of Lady Kennedy all have to lament a friend, as there was no one with whom she came in contact to whom she did not extend some kindly words and pleasing courtesy. To her largeheartedness and magnanimity the colony owed more than was perhaps generally known of its social pleasantness—as the example she set of the graciousness which should ever characterise those in exalted position went far to remove many of those little heartburnings and estrangements which are too apt to arise among small communities. The memory of one who has thus fulfilled the difficult duties of her high station must be long cherished. All must feel that the late Lady Kennedy has nobly filled her mission, and has reaped the last and greatest of all human rewards, the respectful and affectionate remembrance of all who have known her. It may be hoped that the consciousness of this fact will be some slight consolation to Sir Arthur Kennedy, in whose sad bereavement all in Hong Kong feel the deepest sympathy.

We learn by our correspondence from Tientsin that there is no longer any doubt that the Chinese intend to open some of the rich coal mines in the North, and to have them worked according to foreign principles. It appears that the Viceroy of Chilhi has now given orders for the purchase of the necessary machinery, and that Mr. Henderson, an American gentleman, has been engaged to procure the necessary plant and to engage miners in the United States to set the work going. This is undoubtedly a very satisfactory step in advance, and in one point of view it is of good augur from the very slowness with which the Chinese have been induced to adopt it. This deliberation shows that they have very carefully and accurately calculated their chances, and the likelihood of their succeeding in the steps which they

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have adopted is thus increased by the consideration that they must have made careful provision for the difficulties which might arise. It is evident that a noticeable change must have taken place in the Celestial mind to enable it to depart so far from recognised traditions, and it is to be hoped that the step which is now announced may be taken as a good augury for future progress.

We learn from Korea that a sudden move has been made against all the statesmen hostile to Japan, who have been seized and thrown into prison, and a strong desire has arisen, for the first time for many years, to cultivate friendly relations with the Japanese. This extraordinary movement does not owe its origin to any force from within, but to the teaching of a Japanese, who has persuaded some of the most influential Koreans of the superiority of Western knowledge over that of the Chinese, and of the advantage which would accrue to them from the acquisition of it.

A fire broke out in the verandah of the house over the Western Avenue of the Central Market on the 19th Oct. The occupants appear to have been cooking in the verandah, and some sparks caught a quantity of old rags and mosquito curtains there. Fortunately the verandah was brickwork, else the few buckets of water which did put it out would have been useless. There should be some measures taken to prevent the Chinese from cooking in verandahs and hanging up all sorts of greasy rags and other combustible materials there. One Chinese has been fined by Mr. May, for "chin-chining Joss" with fire in his verandah.

Messrs. Douglas Lapraik and Co. propose to start a steamer from Foochow every Sunday morning, so as to catch the mail at Hong Kong. It is arranged to despatch a steamer for Hong Kong every alternate Thursday. This is a graceful effort to meet the wishes and convenience of the community.

It is proposed to raise a subscription at Foochow in aid of the sufferers by the late terrible catastrophe at Macao. Mr. A. A. da Silva, of Messrs. Hedge and Co.'s, has undertaken to collect and forward contributions.

The *Gazette* notifies that Mr. Justice Snowden will act as Deputy Judge of the Vice-Admiralty Court.

Telegraphic communication with Saigon and Singapore has been re-established.

THE TYPHOON.

The heads of the various Government Departments have been busy in the preparation of official reports upon the late disastrous typhoon. The following is the report forwarded by the Captain Superintendent of Police :—

I have the honour to forward, for the information of H.E. the Governor, the following particulars as to deaths and losses caused by the Typhoon of 22nd and 23rd September, 1874, on the Island of Hong Kong and in British Kowloong. The bodies of 17 Europeans and 604 Chinese have been recovered by the Police, and by them buried, or by the friends of the deceased. Over 200 houses have been destroyed or rendered uninhabitable, one house was also burnt. Two steamers, *Aibay* and *Leonor*, have sunk in the Harbour, and the Pacific Mail Company's steamer, *Alaska*, valued at $250,000, is on shore near Aberdeen, and will with difficulty be got off. About eight ships are supposed to have been lost. The destruction of Chinese junks and small boats it is impossible to estimate. At Stonecutter's Island about 100 were stranded ; at Shau-ki-wan 37 large junks and several house boats ; at Aberdeen about 100 junks and sampans ; at Stanley no boat was left when the typhoon was over.

The telegraph posts were blown down in different parts of the island, so as to prevent all communication. The majority of the lamp posts also lost their lanterns, and the gas works were so damaged that gas could not be supplied to the street for two nights. The roads were almost impassable from the obstruction caused by the fallen trees. The loss of personal property is also great, nearly every person complaining of some loss or damage. The details that I have given above are of necessity meagre ; the number of bodies recovered in all probability represents only one-third of the actual loss. In many cases the junks and ships have gone down with their crews on board, and are thus probably buried in their vessels.

The Registrar-General reports as follows :—

The number of deaths occasioned by the typhoon which have been registered is as follows :—Chinese.—Drowned : Male adults, 419 ; female adults, 152 ; male children, 93 ; female children, 48 ; killed by falling houses, male adults, 52 ; female adults, 15 ; male children, 12 ; female children, 5 ; total deaths, 796. The above refer to Chinese, among whom, of course, the greatest number of deaths occurred. I may take this opportunity of reporting to his Excellency the great aid given by the Board of Direction of the Tung Wah Hospital in the late serious emergency. The board hired boats and engaged men through whose instrumentality as many as 193 bodies of those enumerated above were buried. Further, they hired the *Sir Jamsetjee Jeejeebhoy* steamer, and one of the members of the board searched the neighbouring headlands and inlets, where they buried several other bodies of their countrymen, as well as those of two Europeans. The energy displayed and the good work done by the board deserves, I think, some recognition from the Government.

SIAM.

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BANGKOK.

The *Siam Weekly Advertiser* gives the following items :—

A proclamation has been issued for the information of slaveholders and slaves, that his Majesty, in concurrence with the Saanabaudee and the Councillors of State, requires that henceforth all holders of slaves, one, two, nine, or ten persons, or families, must take note of the children born of slave parents. All such children born after April 12th, 1868 and 1869, male or females, must be taken to the proper authorities, and the names of those born in 1868 must be recorded on the back of the bond papers, stating their age at the time of the record, every bond paper must have such a record, if the children were born in 1868, if born previous to that year, no record need be made of such.

On the 18th Oct. the British steamer *Paris* passed up by Bangk'olem point, from Saigon. This is a fore and aft steamer, and is designed to run regularly between this port and Hong Kong, so that henceforth the firm of Messrs. Windsor, Redlich, and Co. will be the agents of two steamers that will ply regularly between this port and Hong Kong. The steamers *Danube* and *Paris*, we hope, will keep us in semi-monthly communication with Hong Kong.

If the steamer *Asia* forms another line, and is eventually aided by a sister steamer, under the management of the firm of Messrs. A. Markwald and Co., there is no reason why we may not soon be in weekly communication with Hong Kong.

We are assured in the Government *Gazette* that the great pest and demoralising vice of the country, gambling, is under consideration, and will soon receive prompt and efficient action.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices from this port to the 29th October ; no later mail from London had arrived out. We take the following items of intelligence from the *Straits Times* :—

At the meeting of the Legislative Council on the 5th Oct. the question of contributing towards a land line of telegraph to connect the British lines in Burmah with the Dutch lines in Sumatra, and passing through the native States on the Malay Peninsula, was considered, when the Council resolved to encourage the project on condition that the united contributions from this Colony and the native States under its protection should not exceed £16,000. The telegraphic scheme also embraces an extension to Siam, but we learn that the King's Privy Council at Bangkok has decided in favour of the construction of the Siamese portion of the line by that Government. It is obvious that this telegraph line must prove of great benefit both to this Colony and to the native States, and with the substantial encouragement which this Government is prepared to extend to it, and the prospect of being relieved from the cost of the Siamese part of the line, the projectors should be able to carry out their design without much difficulty.

The Hon. Mr. Shelford also brought before the Council the question of the seizure, some time ago, of the British steamer *Sri Malacca*, while trading between Malacca and Langkat, by Tunku dia Oodin, who had declared a blockade of the Langkat river. The steamer was, it appears, trading with and under a pass from the Sultan of Salangore, and had obtained her cargo and her clearance from the Sultan. The legality of the seizure, under these circumstances, by the Viceroy of Klang and Salangore, who is a vassal of the Sultan, was seriously questioned.

Among the passengers for home by the last mail was Mr. W. R. Scott, who, as an unofficial member of the Legislative Council and a municipal commissioner, has taken a prominent part in our local politics and in all questions of public interest, and has enjoyed the respect and confidence of all classes of the community. The vacancy in the Council caused by his retirement will be filled by Mr. H. W. Wood, than whom no more fitting selection could have been made, or one more certain to receive the hearty approval of the public.

At the meeting of the shareholders in the Chindrass Mining Company, Limited, the following resolutions were proposed and carried unanimously :—

That the capital of the Company be increased to $150,000.

That no call be made above $10 per share, and that one month's notice be given of each call.

That the thanks of this meeting be given to Mr. Davidson, the Chairman, Mr. Buckley, the Managing Director, for his services at Chindrass, and to Mr. Cumming and the other Directors in Singapore for the services they have rendered to the Company.

The *Gazette* contains the text of a short Act of Parliament, passed on the 30th July, 1874, by which offences committed at any place in the Malay Peninsula south of the 9th degree N. latitude, or in any island within twenty miles of the coast, by any person resident in this Colony within six months previous to the commission of such offence, shall be amenable to trial in our Criminal Courts as though the offence were committed within the Colony.

The steamer *Eastern Isles* has left with a staff of the Telegraph Company's people on board, to endeavour to pick up and repair the Saigon cable, which has been suddenly interrupted. We understand the break is only some twenty miles out, and though communication is not yet restored, it is probable the repair will be very shortly effected.

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On the 5th Oct. the official journal of Manila published a Government Resolution to the effect that the provisions of a decree issued in October, 1868, according to which materials imported from foreign countries into the Philippines for public works, such as railways, tramways, roads in general, navigation and irrigation, canals and water works, and also for the benefit of harbours, lighthouses, and private buildings of general utility, should be duty free, are to be put in force.

No less than thirty-five shocks of earthquake were felt at Manila on the 16th Sept., between 10 A.M. and 2 P.M.; and six more during the following night. A panic, says the *Comercio*, arose in consequence amongst the population of that city, and precautionary measures were taken against accidents, of which, however, scarcely any happened.

The *Sarawak Gazette* publishes the following news item :—A telegram has been received from London announcing the birth of a son and heir to H.H. the Rajah and Ranee on the 26th ult. A salute was fired in Kuching on receipt of this important intelligence, and official communications were sent to the different outstations, where the happy event will be celebrated in like manner.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—Business in Imports, with the exception of Cotton Yarn, had been on a fair scale. The lower qualities of Grey Shirtings had been most in demand: 7lbs. T-Cloths, Indigo Shirtings and Cotton Sateens, had been saleable. Velvets had again improved, but Taffachelass closed weaker. In Woollens, there had been a good demand for Black Lustres; and Cloth—especially Presidents—had been rather more enquired for. In Metals, the market for flat and round Iron had been weak, but a slightly better enquiry had existed for some sizes of Nail Rods. Quotations: G.E. Grey Shirtings, 7 lbs., 38½ yds. 39 in., $1.95 to $2.17½ per piece; do. 8¼ lbs., $2.35 to $2.67½; do. 8 lbs. 45 in., $2.40 to $2.60; do. 9 lbs., $2.90 to $3.10; T-Cloths., 6lbs., $1.50 to $1.65; do. 7 lbs., $1.90 to $2.05. Drills, English, 15 lbs., 40 yds. 40 in., $3.30 to $3.40. G.E. White Shirtings: 60 to 64 reed 40 yds. 35 in., $2.50 to $2.75. Cotton Yarn: No. 16 to 24, $34.50 to $38.00 per picul; No. 28 to 32, $36.50 to $39.75; No. 38 to 42, $41 to $46. Camlets, SS (Assorted), $18.00 to $19.00 per piece. Plain Orleans and Lustres: 40 to 42 yds., 32 in., $6.50 to $8. Figured Orleans: 30 yds. 31 in., $4.75 to $5.50.

SHANGHAI.—There had been an improvement in the market, although two or three articles had slightly receded in price, and the value of others had remained stationary; whence the improvement had sprung, and whether it would be maintained, were points equally difficult to determine at the moment. In reference to the source, various opinions were hazarded, and amongst them stand—reduced stocks, enhanced rates at home, a scarcity in the interior of the particular goods required, a desire to get suppled of such before winter sets in, and speculation. Advices from the River Ports were as unsatisfactory as ever, while those from Tientsin and the North reported no change. It was evident, however, from the business done here during the week, and the prevailing excitement, that more encouraging native information had been received from the interior, and this, aided by the continuance of the demand from Japan, had tended to strengthen the market for manufactured goods generally.

FOOCHOW.—The only sale had been one of 500 pieces of Mexican T-Cloths 7 lbs. at $2.12½ per piece. Lead was quoted $8.25 per picul.

EXPORTS.

TEA.

YOKOHAMA.—Business had continued moderately active, and settlements of 6,000 piculs during the fortnight were reported. Buying had been fairly general, but no change had been made in quotations. Arrivals had failed to keep pace with the demand, and stocks were somewhat reduced. The Ambassador sailed for New York on the 30th Sept., with a cargo, from this port, of 709,969 lbs. The P. M. steamer Japan left on the same day, with 315,785 lbs. for New York, 250,201 lbs. for San Francisco, and 11,950 lbs. for Boston, &c. The New Republic, for New York, was engaged full. Export from 1st May to date 10,241,073 lbs., against 5,974,259 lbs. in 1873-4, and 6,827,413 lbs. in 1872-3.

HANKOW.—Messrs. Drysdale Ringer and Co.'s Report says :—Our Tea season is now pretty well over, and as the export figures will be the only thing of further interest; arrivals for the three weeks since issue of our last, dated 15th Sept., are 11,000 chests, against 10,000 for same period last year. There is only low common tea to come down from the country now, and the quantity is estimated by teamen at not over 10,000 chests. We think this will prove too low, however; our total arrivals are at present 20,000 chests over same time last year and still 30,000 chests short of the then total export. Settlements have been :—767 chests, 2,984 half-chests at 1s. 1d. to 1s. 2¾d. per lb.; 1,685 chests, 2,910 half-chests at 11¼d. to 1s. 1d. per lb.; Toong-shan Teas have commanded Tls. 17½ to 18½, other kinds ranging from Tls., 12.60 to 13½ for Shuntam packed to Tls. 16½ for Ping-kongs and Wun-kais per picul. Export to date per Customs returns :—

	Hankow Tea.	Re-export Kiukiang Tea.	Total.
1874—	51,966,553 lbs.	8,309,284 lbs.	60,275,837 lbs.
1873—	51,244,327 „	7,311,986 „	58,556,313 „
1872—	52,767,120 „	5,112,707 „	57,879,827 „
1871—	53,437,022 „	3,353,524 „	56,790,546 „

KIUKIANG.—Black Teas: One chop Kiukiang packed, 420 half-chests, had been settled at Tls. 15.25. The equivalent of about 3,000 chests had come to hand during the interval. Total arrivals, 175,055 chests. Green Teas: Total arrivals, 73,740 half-chests. Stock, 3,000 half-chests.

SHANGHAI.—Black: There had been a quiet market, and few fresh arrivals. Prices were unchanged. Settlements: 6,762 chests at Tls. 15¾ to 24½. Stock: 7,000 chests. Green: A fair business had been done at previous rates, the demand running chiefly on Moyune kinds, at Tls. 33 to 40. Settlements: Fychow and Moyune, 16,950 ½-chests. at Tls. 28¼ to 41¼; Pingsueys, 2,267 do., Tls. 27½ to 40; Stock 68,500 ½-chests. Export to Great Britain to date (exclusive of lost Cargoes).—

	1874-1875.		1873-1874.
Black	59,920,146 lbs.	against	49,213,713 lbs.
Green	4,963,834 „	„	6,229,851 „
	64,583,980		55,443,564

FOOCHOW.—Messrs. Wesstall, Galton, and Co.'s Weekly Letter says :—During the past week a fair amount of business has been passing, settlements in Congou amounting to 14,002 chests, which have been taken, to a great extent, for the Continental market. Settlements for the week are :—Congou, 14,002 chests; Souchong, 407 chests; Oolong, 14,935 ½-chests; Flowery Pekoe, nil; Scented Teas, 2,046 boxes. Congou: Prices in the better grades have been well maintained, but teamen are more anxious to realise the lower kinds. The market in teas under Tls. 15 short shows, in some cases, a drop of half a tael, and closes with a downward tendency. Dust and broken leafs continue to command attention at last mentioned rates. Souchong: Only a small business has been doing in this description at former rates. Flowery Pekoe: No transactions. Oolong: The market for America was opened on Oct. 10, and a fair amount of business has since resulted. All information is derived from private sources, as none of the purchases have been reported. The favourite chops only hace been taken, and it is generally understood that the prices paid are as follows :—Tong Lee and Wung Mow, Tls. 29.75 and 27.75 respectively; Tong Mow, Tls. 28.5; Sou Yuen, Tls. 32.5; Tong Shing, Tls. 27.5; Kum Wo Kut, Tls 26.25; and Chong Mow, Tls. 29. Scented Teas: A small quantity only has changed hands at higher prices. The export to Great Britain, the Continent of Europe, and the Cape of Good Hope is 45,771,997 lbs., against 37,951,965 lbs. at same time last year. To America, 301,937 lbs., against 757,800 lbs. To the Colonies, 10,971,088 lbs., against 10,520,409 lbs. last year. Departures are :—For London, October 14, Ulysses (str.), with 637,000 lbs.; 15, Glenartney (str.), with 1245,000 lbs.; 17, Olympia (str.), 61,495 lbs. For the Continent, October 17, Olympia (str.), 500,446 lbs.

AMOY AND TAMSUI.—Ooloongs had continued in demand, and the total settlements were reported as 134,200 half-chests, leaving a stock of less than 30,000 half-chests. Prices had been firmly maintained, but as teamen seemed more inclined to realise, lower values were hoped for. The departures for New York had been screw-steamers Glenfinlas, Anita, Auguste Reimers, and Picciola. The Helena had been chartered for New York. Latest advices from Tamsui reported a quiet market but no change in prices.

CANTON.—Considerable activity had been displayed for this period of the season, and higher prices had been paid for Scented Capers.

SILK.

YOKOHAMA.—The active demand lately prevailing had continued, and a large business had been done at gradually advancing rates,—quotations at the close being about $15 to $20 per picul, higher than last reported. Arrivals had been about on a par with settlements. Settlements from 1st July to date, 3,900 bales; against corresponding period —Season 1873-4, 4,500; 1872-3, 7,000; 1871-2, 5,500; stock, 500 bales old and new Silk. Silk-worms' Eggs: Total arrivals, since the beginning of the season, 1,450,000 cards; against 480,000 last year, at the same date. Total settlements estimated at 400,000 cards, the bulk of which had been bought at from $0.25 to $0.50 for annual Green. Some marks, which were the objects of special enquiry, had realised from $0.60 to $1.00. The native dealers, in order to raise prices, had resolved to destroy a portion of the stock, and actually commenced doing so.

SHANGHAI.—Since last mail a fair amount of business had been transacted at a further advance in prices, and holders of medium chops were very firm for full rates. Prices reported paid are :—Gold Lion Chop, Nos. 1, 2, 3, and 4, Tls., 380, 360, 340 and 320 per picul; Incense Chop, 367½; Dancing Bear, No. 2, 330; Kukee's "Chin Jan" and "Kin Hock" 350 and 320; Blue Elephant, 330; Yellow Elephant, 305; Bird Chop "Kin-ling," 317½; Red Peacock, 320; Common Tsatlees, 250 to 270. Settlements since last mail had been fully 2,500 bales, making total to date, 48,500 bales. About 2,000 bales had arrived during the week, and the unsold stock was estimated at 10,500 bales.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2⅝d.	4s. 2¾d.	4s. 3d.
Shanghai „	5s. 9⅛d.	5s. 9⅝d.	5s. 9⅞d.
Canton „ ... } Hong Kong „ ... } Macao „ ... }	4s. 2⅛d.	4s. 2⅜d.	4s. 2⅛d.
Singapore „	4s. 2⅛d.	4s. 2⅜d.	4s. 2⅜d.
Manila „	4s. 0¼d. to 4s. 0½d.	4s. 0½d. to 4s. 1d.	

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MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 306½	223
„ Hong Kong	27½ to 27¾ dis.	—
Bar silver	Tls. 111.3.0	10 prem.
Mexican dollars	„ 74.4.5	1½ prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 4½ per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 45 per cent. discount.
China Traders' Insurance Company, $600 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 4 premium.
Hong Kong Fire Insurance Company, $330 prem.
Union Insurance Society, $30 premium.
China and Japan Marine Insurance Company, Tls. 80 per share.
China Fire Insurance Company, $35 premium.
Victoria Fire Insurance Company, $24 premium
Indo-Chinese Sugar Company, 9½ per cent. dis.
Shanghai Steam Navigation Company, Tls. 85 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9½d., at Hong Kong 4s. 2⅝d., at Batavia F.11.70, at Singapore, 4s. 2⅞d.

EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales and Cases.
From June 1, 1874, to Oct. 14, 1874	66560615	44528684	484135	13838050	125411484	23295
From June 1, 1873, to Oct. 14, 1873	57744594	36698946	111726	11268178	105133444	26496

TO THE CONTINENT.

		Bales.
From June 1, 1874, to Oct 14, 1874	4090445	20985
Do. do. 1873, to Oct. 14, 1873	5387052	10901

TO UNITED STATES OF AMERICA.

		Bls. & Cases.
From June 1, 1874, to Oct. 14, 1874	23884700	2348
Do. do. 1873, to Oct. 14, 1873	14440398	3146

TO AUSTRALIA.

From June 1, 1874, to Oct. 14, 1874	12,393,697
Do. do. 1873, to Oct. 14, 1873	10,916,113

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	...*	1863 to 1864	117,463,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,318
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,042	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,262	57,263
1862 to 1863	121,273,580	72,887	1873 to 1874	144,588,620	47,373

* Including the Continent.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, Oct. 8, Mikado, Lucerne; from London, &c., Nov. 23, Deucalion (str.), Sylvia (str.).

At HONG KONG and CANTON.—From London, &c., Nov. 20, Chinaman, Agamemnon (str.), Formosa (str.).

At MANILA.—From Glasgow, Oct. 8, Bacolod.

At SINGAPORE.—From London, Oct. 28, Lake Leman; 29, Dewa Gungadhur; Penedo (str.); from Cardiff, Oct. 28, Her Royal Highness, Endora; from Greenock, 29, Ringdove; from Bordeaux, 27, Jackmel; from New York, 29, Gamecock; from London, &c., Nov. —, Crocus (str.), Achilles (str.), Ocean.

At PENANG.—From London, &c., Nov. 25, Ly-ee-moon (str.), Achilles (str.).

DEPARTURES.

From SHANGHAI.—For London, Oct. 7, Glenartney (str.); 9, Ulysses (str.); 11, Olympia (str.); for New York, 9, Galley of Lorne (str.).

From HONG KONG and CANTON.—For London, Oct. 17, Ulysses (str.).

From MANILA.—For Liverpool, Oct. 15, Emiliano (str.); 6, Star of China; for Channel, 7, Lanercost; 8, British Empire; for New York, 11, Empire.

From SINGAPORE.—For London, Oct. 27, Olympia (str.); Nov. 24, Glenfalloch (str.); for New York, 29, Galley of Lorne (str.).

THE MAILS.

PRESENT INWARD MAIL.—MARSEILLES, Nov. 27.—The Messageries Maritimes steamer Ava, with the inward French mails from China and Japan, arrived here to-day at 6 A.M. She brings 105 passengers and a general cargo, including 1,743 bales of silk, 13,573 packages of tea, 184 packages of sundries, and specie to the value of £2,800 for London, which part of her cargo will be forwarded to its destination per Company's steamer Erymanthe, due in London on or about the 8th of December.

INWARD MAIL DUE DECEMBER 21.—GALLE, Nov. 26.—The P. and O Company's steamers Pera and the Baroda arrived to-day, from Australia and China respectively, with the China and Australian mail. The Australia leaves for Suez to-morrow. Specie, Europe £397,000.

HEAVY PORTION OF LAST OUTWARD P. AND O. MAIL.—GIBRALTAR, Nov. 24.—The P. and O. Company's steamer Pekin, with the India, China, and Australian (heavy) mails, from Southampton, on the 19th inst., arrived at 7 A.M., and leaves at 10 A.M. for Port Said. Experiened fine weather. All well.

NEXT INWARD MAIL.—SUEZ, Nov. 29.—The P. and O. Company's steamer Zambesi arrived here at 7A.M. yesterday, and the Hindostan at 7 A.M. to-day from Calcutta and Bombay respectively, with the homeward India and China mail.

HEAVY PORTION OF LAST INWARD.—GIBRALTAR, Nov. 28.—The P. and O. Company's steamer Khiva, with the homeward India China, and Australian (heavy) mails left here at 9 A.M. to-day for Southampton, where she may be looked for on the evening of the 2nd proximo

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Nov. 27, at London, from Singapore, Nicola Tommasa; off Deal, from China, &c., Lotus (str.); at Liverpool, from Bassein, Prince Umberto; 24, at Marseilles, from Singapore, Mecca (str.); 19, at Cadiz, from Manila, Buena Ventura (str.); 27, at London, from Galle and Colombo, Aboyne; at Liverpool, from Rangoon, Lorton Vale; at Sandy Hook, from Ilo Ilo and Manila, Flying Eagle; at Boston, from Zebu, Osceola; 30, off Deal, from Penang, Hypatia.

DEPARTURES.—Nov. 26, from London to Shanghai, Deerhound; from Liverpool to Yokohama, Earl of Dufferin; to Anjer Finzel; to Singapore (via Cardiff), Lady Lisgar; from Glasgow to Java, Amboina (str.); to Singapore and Penang, Pauline; 23, from Cuxhaven to Hong Kong, Juno; Nov. 27, from London, to Singapore, China, &c., Scotland (str.); 28, from Liverpool, to Hiogo (via Middlesbro) Kashgar; 27, to Yokohama (via Cardiff), Abano; 26, from Shields, to Singapore, Lincoln; 28, Pekin.

STEAMER PASSED THE SUEZ CANAL.—Previous to Nov. 23, Koning der Nederlanden (str.), from Java to Nieuwe Diep.

SPOKEN.—P.H.F.E. (?) (Dutch ship), Batavia to New York, Sept. 20, 36 S., 21 E; R.B.L.Q., Cardiff to Singapore, Oct. 13, 7 N., 25 W.; Scawfell, London to Colombo, Oct. 17, 6 N., 24 W; Naval Brigade, Singapore to Liverpool, Nov. 8, 21 N., 36 W.; Agnes Muir London to Shanghai Sept. 11, 26 S., 24 W.; Ulva, Singapore to Falmouth, Oct. 26, 15 N., 30 W.; R.D.B., V. Dut. barq.) Cardiff to Singapore, Oct. 16, 8 N., 24 W.

CASUALTIES.—Advices from Batavia, Oct. 10, state that the Laurens Coster, from Pangool, had lost all her anchors, and was to replace them at Batavia. A mutiny broke out during the evening of the 23rd Nov. on board the Nancy Pendleton (Am. ship), Pendleton, soon after she had left Penarth Dock for Galle; it is said that several shots were fired by the officers, and one or more of the crew (coloured men) killed. The Deerhound, Shearer, from London to Shanghai, has put back to the Downs with loss of anchor and 60 fathoms chain, and making much water, having been ashore on Greatstone Point; at midnight she was got off at 1 P.M., with the assistance of two steam tugs. The Lotus (str) arrived in London from China, and reports:—Left Malta Nov. 12; experienced heavy gale from S.W., with a tremendous sea, and were obliged to ease the engines for six days. The Mirzapore (sfr.), Parish, bound to Calcutta, was ashore at 6.20 A.M. Nov. 28, in the lower part of Gravesend Reach; she is expected off this tide (the above steamer passed Dover Nov. 29).

MISCELLANEOUS.—Nov. 26, at Port Said, Montgomeryshire (str.), from London to China, &c., to Singapore and Saigon, Ginga (str.); at Suez, from Java, County of Sutherland, (str.); at Mauritius, Oct. 18, Euprem, from Monte Video, and sailed, 30, for Galle. The Committee of Lloyds will be glad of any information respecting the following vessels: Alajendre, Loronda, which is reported to have sailed from Newport to Hong Kong on the 6th Feb. last; Hiawatha, Umness, which is reported to have sailed from Rangoon for Holland on 15th Feb. last. At Port Said, Nov. 29, Sarpedon (str.), from Liverpool to Singapore, China, &c.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BELMORE—On the 23rd Nov., the Countess of Belmore, of a son.

BROUGHTON—On the 17th inst., at Millview, Malahide, county Dublin, the wife of F. S. Delves Broughton, Commander Royal Navy, of a son.

DRAGE—On the 8th Oct., at Shanghai, the wife of Z. B. Drage, of a daughter.

GILES—On the 24th Sept., at Hankow, the wife of Herbert A. Giles, H.B.M.'s Consulate, of a son (Bertram).

HAIGH—On the 20th Nov., at Sandoon Park, Liverpool, Mrs. Reginald Haigh, of a son.

SHEPPARD—On the 15th Nov., at 12, Holland-street, Clapham-road, S.W., the wife of F. A. Sheppard, C.E., of Shanghai, late of Cape Town, Cape of Good Hope, and Singapore, of a girl.

WHITE.—On the 18th Sept., at Shanghai, China, the wife of F. W. White, Commissioner of Customs, Ningpo, of a son, prematurely, stillborn.

MARRIAGES.

DE OJEDA—BROOKE.—On the 7th Oct., at H.B.M.'s Legation, Japan, by the Rev. W. B. Wright, M.A., and subsequently at the Catholic Church, by H.G. Monseigneur Petitjean, Bishop of Myriophite, Emilio de Ojeda, Chargé d'Affaires of Spain, son of Manuel de Ojeda, of Madrid, to Julia, second daughter of John Henry Brooke.

KINDBLAD - SPOONER.—On the 8th Oct., at Trinity Church, Shanghai, by the Rev. Canon Butcher, Alex. Wilhelm Kindblad, of Stockholm, Sweden, to Wilhelmina Spooner, of England.

TWELLS—CORBETT.—On the 26th Nov., at the parish church of Leamington Priors, by the Rev. Henry Twells, M.A., rector of Waltham, near Melton Mowbray, assisted by the Rev. John Vaughan, formerly chaplain in the H.E.I.Co.'s Service, Philip Twells, M.P. for the City of London, to Georgiana Hannah, younger daughter of the late John Corbett, of Birmingham.

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DEATHS.

COLLIER.—On the 25rd Nov., at 13, Tamar-terrace, Stoke, Isabella Mary, widow of the late Capt. Edward Collier, R.N., aged 76.

GORE.—On the 26th Nov., at Ivy House, Chislet, near Canterbury, Frederic Gore, Paymaster R.N., formerly of Margate, in his 81st year.

HAIGH.—On the 24th Nov., at Sandown Park, Liverpool, Flora, wife of Reginald Haigh, and youngest daughter of the late Admiral Greafell, aged 33.

HART.—On the 11th Oct., at Shanghai, William Hart, of Ningpo, aged 54 years.

TOMPSON.—On the 23rd Oct., at Nicolaiewsk, Eastern Siberia, after a few days' illness, Edward Tompson, only son of the late Arthur Fisher Tompson, of Bolton, Suffolk, aged 30 years.

WHITE.—On the 20th Sept., at Shanghai, China, Alice Mary, the fondly loved wife of F. W. White, Commissioner of Customs, Ningpo, aged twenty-five years, deeply lamented.

Miscellaneous.

THE WRECK OF THE "CHUSAN."

The *Liverpool Journal of Commerce* offers the following remarks upon this disaster:—

Anyone who paid the most casual attention to the evidence adduced in connection with the loss of the steamer *Chusan*, at Ardrossan, on the morning of the 21st ult., would be prepared for the judgment at which the court of inquiry arrived. There was nothing to show that the captain and officers had not done everything in their power to guide the vessel into a haven of refuge. The certificate of the chief officer was, accordingly, very properly returned. But although the court has come to this decision, certain matters were elicited in the course of the investigation which cannot fail, in view of the occurrence of a similar catastrophe, to be attended with advantage, and the inquiry has not therefore gone for nothing. And in the first place there was much questioning as to the build of the *Chusan*; as to whether she was a vessel capable (after the results of the survey at Waterford had become known) of proceeding from that port to Glasgow for repairs, not to speak of attempting a trip to China at this season of the year. The *Chusan*, it appears, was built for river traffic in China, and was therefore wanting in many of the specialities of a thorough sea boat. It is not the first time, however, that river craft have crossed the seas in safety, but in order that this may be accomplished it is necessary to take many things into consideration, and more particularly the season of the year. At this season of the year bad weather may be expected before reaching Gibraltar, after entering the Mediterranean, and for the remainder of the voyage after emerging from the Red Sea. The *Chusan*, we find, had only gone from the Clyde to Waterford, where it was found that seven of her frames were cracked. She was ordered back to the Clyde for repairs, and on the way, according to the evidence of certain witnesses, the vessel shook in a manner which said very little for her rigidity. In the midst of the gale she became unmanageable, and the rest is only too well known. She was a total wreck, and seven of the crew, including the captain, were drowned. As to the vessel herself, there was a certain conflict of evidence. Captain Lodge, a marine surveyor, who had discovered the cracked frames at Waterford, said the *Chusan* was quite fit to go back to Glasgow, but quite unfit to go to China. He would have considered it a very imprudent thing to send a vessel like the *Chusan* to China at the latter end of October. On the other hand, Mr. Harrington, consulting engineer of French Lloyd's, had examined the fore part of the wreck, and pronounced the *Chusan* to be excellent, both as regards material and workmanship. In his opinion the vessel, when she left Glasgow, or when she arrived at Waterford, was fit to proceed to China "with careful management," and he could not understand how it was that when she had plenty of sea room in the Firth of Clyde she would have become unmanageable. Mr. Thomas Scott, also a consulting engineer, was of Mr. Harrington's opinion, that the loss could be no way attributable to default in workmanship or material. But so far from being able to go from Waterford to China even "with careful management," the result proved that she could not attempt the voyage from Waterford to Glasgow without being completely at the mercy of the wind and waves, so that in the face of all the evidence adduced the wreck can only be set down as having been attended by special circumstances over which no one had any control, and for which there is no one to blame. The investigation was marked by the introduction of another element which also demanded some clearing up. Imputations were thrown out against those having the management of the lifeboat and the rocket apparatus, and the inference was that but for some remissness in all probability all on board would have been saved. Certain it is that only one coastguardsman was at Ardrossan on the eventful morning, his four companions being absent at drill. The rocket apparatus could not, therefore, be worked, although it is admitted that by this means all might safely have been brought ashore. There was a long delay in launching the lifeboat, and, notwithstanding that it was propelled by ten oars, it could not for nearly an hour make any headway against the storm. One arrangement, which will doubtless be remedied in future, was, that the coastguard had charge of both rocket apparatus and lifeboat, so that the solitary man on duty on the morning of the 21st ult. had a task imposed on him which he was unable to discharge. The responsibility will hereafter be divided, and along with this decree we may expect that at Ardrossan there will be an enrolled lifeboat crew, and that the coastguardsmen will not be called away for drill at the very season our coasts are usually visited by the equinoctial gales.

THE CHINESE IN CALIFORNIA.

Advices from Washington to the 16th inst. state that Congressman Page has received from California interesting affidavits of Revs. Otis Gibson, R. L. Simmons, and Ira M. Conduit, all for many years resident in China, and now engaged in missionary work among the Chinese in San Francisco, for the Methodist, Baptist, and Presbyterian Churches, certifying that they have personal knowledge that a regular system of importation and traffic in Chinese women for purposes of prostitution exists in China and California, and that at least nine-tenths of all the Chinese women in California are owned, bought, and sold for vile purposes, there being three thousand of them in San Francisco alone. These affidavits were forwarded by Mr. Ester, late Speaker of the California Assembly, to be brought to the attention of Congress by Mr. Page, with a view to securing Federal legislation to prevent further importations of this kind, it having been held by the United States Courts in California that the State laws enacted for the purpose were unconstitutional. President Grant, in a recent conversation on this subject, expressed the opinion that such importations are in violation of the spirit of the treaty with China, but he did not say he believed the treaty was directly violated thereby, nor did he give any assurance, as has been incorrectly stated, that he would call attention to the subject in his forthcoming Message.

THE French *Journal Officiel* has the following:—It is known that the Mikado of Japan is earnestly endeavouring to cultivate European habits and customs in his country. He has lately decided that each year a certain number of children belonging to the first families of the Empire shall proceed to Europe for their education. After some wavering in his choice between London, Berlin, and Paris, he has at length decided in favour of the latter city. M. Debruyere, a French gentleman, who has resided several years at Yedo, is commissioned to organise a new school, and he has taken an hotel on the Boulevard Saint Michel. The Japanese children will devote their attention chiefly to scientific subjects. At the end of four years some of the students will attend the lectures of *l'Ecole Central*, while others will proceed to England for naval instruction. Some young Japanese are expected in Paris before the end of the year.

A P. AND O. STEAMER IN COLLISION.—A collision has taken place off Dover between the steamer *Abbotsford*, outward bound from Antwerp for Philadelphia, and the P. and O. Company's steam ship *Indus*, *en route* from the Thames to Southampton to receive the heavy Indian mails, with which she was appointed to leave Thursday. Serious damage was done to both vessels. The *Abbotsford* put into Dover, but the *Indus* continued her course and reached Southampton. She will have to tranship her cargo and dock to make good repairs. The *Kashgar* was sent from London to take out the mails.

THE Earl of Camperdown, who was the junior Naval Lord of the Admiralty under Mr. Gladstone's Administration, has left England for India, where he intends devoting several months to examining, not only the resources of the continent, but those of the Straits Settlements, and he may possibly extend his journey to China and Japan.

THE *Pall Mall* of the 26th inst. contains an appeal from Sir Rutherford Alcock on behalf of the Convalescent Hospital, in which he has taken a great interest.

The Times prints an interesting account from Mr. W. W. Mundy of the *Spark* tragedy.

THE gun boats *Mayenne* and *Entrecasteaux* are now fitting at Cherbourg for the service of the King of Annam.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, Nov. 18.

After an eight days' debate the Budget for the East India Colonies was carried last Friday, almost unanimously. Mr. Van Goltstein has proved himself a very apt politician. He knew how to gainover Mr. Nierstrasz, and the next day he spoke in such a sense that he was applauded by the "Left." It is of course impossible that steering in such different ways can be maintained, but it cannot be contradicted that it has been so far successful. There has been only one victim of the debate, viz., Mr. Levysohn Norman, the general secretary, who was sent out to investigate the agrarian questions, and who was recalled simply because Messrs. Nierstrasz, C. van Nispen and some others wished it. These gentlemen were so proud of their Parliamentary victory that they urged the necessity, that the Minister should give an explanation of the policy of Mr. Van de Putte regarding Atchin. Mr. Van Goltstein, who, as a private member, was one of the leaders of the opposition against the war, declined to grant this request. "I have," he said, "accepted my portfolio under the condition that I am not to be called upon to discuss accomplished facts, and I must therefore decline to enter upon a debate." This declaration caused, of course, much satisfaction amongst the Liberals, who at once saw that the Atchinese policy would be continued and on the other hand the Conservative members were disappointed and angry. Mr. Nierstrasz was so incensed that he voted against chapter II. of the Budget. This, however, was rather a protest, a mark of disapproval than a vote of distrust. So much is certain, that a very large majority backed the Minister, who will continue the policy of Mr. Fransen Van de Putte, but in a more moderate manner. Only upon two matters has a difference of opinion been shown between him and his predecessor, viz., the questions of the *heerendiensten* and that of slavery in some parts of our colonies. In the course of the debate Mr. Van Goltstein, however, showed that he will follow the way of Mr. Van de Putte in these matters. For the moment he is not convinced that it is necessary to abolish these institutions. A good deal was said about the bad state of lower class education in Java. The Minister wishes to be as neutral in this matter as possible. Mr. Nierstrasz spoke with much warmth on behalf of the navy and the army in Java, and hoped that many improvements would be introduced. The Minister agreed that something ought to be done, and he will direct his attention to the subject. Mr. Nierstrasz proposed to add to the Budget a postscript in behalf of the East India brigade, which was carried by thirty-eight against thirty-four votes. The amendment of Mr. de Ros to put at the disposal of the Government for this purpose an amount of f.300,000 was withdrawn. You will remember that immediately after the first expedition to Atchin had proved a failure, Mr. Fransen Van de Putte made the proposal to form such a brigade, which would be established at Haarlem. Mr. Van Goltstein, however, was desirous of sparing the money which the Chamber voted to spend for this purpose till the war with Atchin should be brought to an end. He will then establish such a brigade in a healthy part of Java.

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It is very doubtful whether the other Ministers will meet with the same success as has Mr. Van Goltstein. Most difficult will be the task of Mr. Heemskerk. The Liberals wish him to give a definitive declaration about his policy regarding the Education question; but this the Minister declines. He demonstrates that the members of the Chamber must wait for the Bill, by which he will propose to alter the existing laws. This answer is anything but satisfactory.

Some time ago I told you that an admirer of General Van Swieten had forwarded a sum of f.100 to the paper *het Nieuws Van den Dag* to form the basis for a fund to purchase a sword of honour for presentation to the "victorious" general. There were, however, no other subscribers, and General Van Swieten took the wisest part and declined the honour. Our students, however, forwarded to him an address, and now there is a proposal to send him an address from the inhabitants of this town. It would be better to leave the poor general in peace.

The Samarang *Locomotief* has stated that the late Dr. W. Bosch left some papers referring to some scandalous facts about the East Indian Government, and that they would be published under the editorship of an eminent man. This statement is now most officially contradicted.

AMSTERDAM, Nov. 25.

Strange things happen sometimes in our Parliament. After a hot battle on the introduction of the question if we should maintain the silver standard of coinage or substitute a golden one, the majority decided that we are to have no standard at all—for there is really no other form of expression which can be given to the decision, which grants to the Minister power to suspend the coinage of silver for private account. Many are astonished that Mr. Van der Heim succeeded in carrying his Bill. The majority consisted of absolute supporters of the Cabinet and advocates of the gold standard. Several days were occupied with the question, and thus it was not until the day before yesterday that a beginning could be made with the general discussion upon the Budget. It seems that the Chamber will have a hard nut to crack with the Minister of the War Department, Mr. Weitzel. The majority is ill disposed towards him, because he became a member of this Cabinet after having served with the last, while, moreover, an opinion prevails that he is most active in small matters, whilst important questions are left untouched. His budget leaves an impression that he despairs of success in the work of organising our army in such a way that we shall be competent to defend our independence. His Bill about the militia has been since 1873 *in status quo*. His fortress system is now ready on paper, but it seems that it will cost such an enormous sum that even our military members stand aghast. But there is still another handle offered to the Opposition. His memorandum replying to the "section report" does not satisfy anybody. It is quite clear that the Minister is angry, but it is much easier to show anger than to defend a bad measure. But it will soon be his turn before the Chamber, and it is quite impossible to predict what may happen.

Mr. Haffmans opened the general debate upon the Budget, and criticised the financial policy of the Ministers. He was of opinion that it was unadvisable to place so much money at the disposal of the redemption fund, and he maintained that our public works should be constructed by means of loans, so that the next generation should have to pay something towards the enormous benefits which we provide for it. He showed that from 1852 to 1873 we diminished our public debt by 223,000,000, and we paid during that period 140,000,000 for our railway system. The only other speech of importance was that of Mr. Kappeyne, who demonstrated that the Liberal party was inclined to wait quietly for the issue of events, if Liberal principles were fairly used by the Cabinet. Several other members delivered some more or less remarkable speeches, which, however, had no effect. Only two sittings were occupied in the general discussion, and the various "chapters" of the Budget are now under consideration.

Some time ago I told you that Mr. Rueb, a sugar broker at Rotterdam, had published a pamphlet, to demonstrate that our sugar trade was swamped by that of England, *le grand entrepot sucrier du monde*. I find now that he is backed by an India commercial house, which, in the *Economist*, shows by figures that we lose *terrain* with every month. The only thing to preserve our trade is to abolish the sugar-tax, as England has done.

To-day a meeting was held here of shareholders in the East India Railway Company. A proposal was brought forward to negotiate a loan of f. 6,000,000 at 4½ per cent., to be repaid in ninety years. This amount will be devoted partly to repay former loans, and for the other part to augment the material. The proposal was carried unanimously. Mr. E. H.'s Jacob acted as chairman.

Mr. A. C. Claessens, who started twenty-seven years ago to Java, and is now appointed Catholic bishop there, arrived some days ago in good health at Sittard, where he will be consecrated.

A fortnight ago our largest ironclad was launched here from the Government yard. The vessel, however, is of such enormous dimensions that it is impossible for her to pass the sluices. She will thus be obliged to lay in our harbour till the new canal to the North Sea is complete.

Prince Alexander returned the day before yesterday from his trip abroad.

Literature.

The Straits of Malacca; Indo-China and China; or, Ten Years' Travels, Adventures, and Residence Abroad. With upwards of Sixty Illustrations. By J. THOMSON, F.R.G.S. London: Sampson Low and Co. 1875.

Mr. Thomson has, we think, acted very wisely in following his costly and elaborate "Illustrations of China and its People" by the more-generally accessible account of his experiences and labours in the East contained in the volume now before us. No one this time will be inclined to grumble at the price; 546 pages of printed matter, four maps, and sixty wood engravings, large and small, for four dollars and a half—even without counting an elegant and uniquely-embellished binding, which reflects infinite credit on the publishers—is a really marvellous example of the cheapness with which books can be produced by the appliances of modern skill. The author has divided his narrative into fourteen chapters; the first three treat of the Straits Settlements and the inhabitants there in all their various nationalities; in the fourth we are carried off to Bangkok, and shown some of the wonders and glories of the people of Siam; chapter five describes Camboja and its ruined temples; the succeeding chapter gives us some account of Saigon and Lower Cochin-China; and the rest of the work refers entirely to the Celestial Empire, to the habits of the Chinese, and to the towns, temples, and scenery to be met with in the "Flowery Land." We must, however, not omit to notice chapter eleven, which is devoted to a record of Mr. Thomson's trip in Formosa, and which supplies, as far as we are aware, the only detailed account of that island that has been produced in the present day.

Mr. Thomson's book is everywhere characterised by painstaking accuracy and thoughtful care. Written, as it evidently has been, for the amusement and instruction of the general reader at home, we are not entitled to find fault if—as is actually the case—we may turn over page after page without discovering any new theory broached, or indeed any facts supplied which were not already pretty generally known among those who have visited the East and resided in any particular locality described. But this, at any rate, we may safely affirm, that the wide area over which the writer's travels extended must always embrace some one or two places with which the oldest Eastern resident has not been brought personally into contact. Thus there must be few men who can boast that they have paid long visits to Bangkok, Camboja, Saigon, Formosa, and Peking.

Mr. Thomson, it should be remembered, is an artist by profession, not a writer. Hence, as we might expect, it is in his descriptions of the aspects of nature, the exterior of temples, and so forth, that his best passages occur. Thus, of alacca, he says —and not unhappily:—"It is a quaint, dreamy, Dutch-looking old town. . . A spot where nature seems to sit at every man's doorway; drowsy as the placid sea, and idle as the huge palms, whose broad leaves nod above the old, weather-beaten, smug looking houses. Here nature comes laden at each recurring season with ripe and luscious fruits, dropping them from her lap into the very streets. . . . It is withal a place where one might loiter away a life dreamily, pleasantly, and uselessly." But there are also some descriptions of the characters he fell in with which the author has touched off in a no less successful strain. Mrs. Cheng, spouse of the master of a Chinese river boat, is a case in point; of her it is related:—"Our captain was Cheng-show, or rather his wife, a lady who had a great deal to say, both for him and herself; who stood no more than four feet high, and yet talked about half as much again as any other woman twice her size. Of a truth she was the wonder of her sex, the great female phenomemon of the modern Chinese age! Thus, when we ascended the first rapid, there was Mrs. Cheng to be seen, well to the fore, at one moment nursing her baby; at another, the child had been tossed into a basket, and the mother was fending her boat, with a long pole, from destruction on the rocks. Then to her brat again, or to cooking, cleaning, or husband-baiting; to each and every pursuit she was found equal, as fancy prompted or necessity compelled."

Many descriptive passages of equal merit are to be found in the work; one more such indeed we cannot forbear quoting, because the comparison contained there is as true as it is clever. Speaking of the Hospital at Tientsin, where the Sisters of Mercy were brutally murdered, the author relates that the breach in its walls through which the ruffians dragged their victims has now been plastered up with mud; "a fitting type," he adds, "of the unsatisfactory way in which the Chinese sought to atone for an outrage perpetrated almost within sight of the Governor's Yamen."

When Mr. Thomson was in Siam he seems to have had more than one interview with the late Monarch of the country, an eccentric old character. It is rather funny to find the King exclaiming, when he learned that his visitor was born in Edinburgh: "Ah! You are Scotchman, and speak English I can understand; there are Englishmen here who have not understanding of their own language when I speak." The explanation of this really is that the King, from paralysis, had an impediment which prevented his articulating quite clearly, and he used to make up his sentences beforehand with long-winded misapplied words which he dug out for himself in English dictionaries. Hence few but those familiar with his particular style could follow him. Thus he once called a passage in a letter which he could not make out, a "gloomily lurking, murky sentence;" and he compared a man in a passion during the hot season to a "cruel-oiled elephant;" by which he meant an elephant savage in the rutting season, and secreting oil (as their wont is at that time) in the temporal glands.

The most interesting portions of Mr. Thomson's book are to be found in those chapters where he describes the Chinese;

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indeed, the style of the author improves conspicuously as he progresses in his task; and we advise readers who may find the first two or three chapters somewhat dull to resume the perusal at the seventh chapter. If we were forced to name the best written, the most valuable, and most attractive passages, we should point to those which describe the habits of the beggars, the Chinese detectives, and life among the extremely poor. The last chapter of the book, which relates to Peking and its neighbourhood, is excellent throughout, and few who read the account of the Peiho inundations will fail to realise the wickedness of that despotic yet impotent and imbecile dynasty which has seized upon the Chinese Government and yet confines its care over the people to the collection of taxes levied on the industries of that unhappy land.

We have said that Mr. Thomson's work is cheap; indeed it is, for the illustrations are beautiful, and the size of the work is great; but we are bound to add our opinion that had the less attractive early chapters been cut down, and those subjects omitted where the author's recollections were not so fresh and vivid, as still cheaper and even more readable book would have been the result, and the writer would have profited by a more extended sale. The "people's edition" is the edition that pays.

Histoire de l'Eglise de Corée. Par Ch. DALLET, Missionnaire Apostolique. 2 Tomes. Paris: Victor Palmé. 1874.

The world already owes a large debt of gratitude to Catholic missionaries, who, going about their work in an unobtrusive manner, have accumulated vast stores of knowledge respecting the unknown regions of the earth, and have in various ways communicated the same to their fellow men, and this debt is still further increased by this history of the Korean Church. Who knows anything about Korea? asks Père Dallet. Geographers themselves hardly know its name; no *savant* has busied himself with it, and no traveller has been able to explore it; the expeditions which have of late years been attempted in order to make the laws of humanity respected by its Government have failed miserably, and the country is to-day more obstinately isolated than ever. Notwithstanding that Korea, more than any other kingdom of the Far East, has remained a sealed book to the outer world, still for eighty years past the standard of Christ has been planted there, and has survived an almost incessant series of persecutions. Père Dallet informs us that his object in the volumes before us is to recount the history of the Korean Church, its providential origin and rapid development; to make known the missionaries who have evangelised it, the country which has been the theatre of their labours and of their martyrdom, the character of the people to whom they have preached, and the difficulties of all kinds which they have had to overcome; to recall the sufferings of the persecuted Christians and the cruelty of their executioners; to publish the deeds of the martyrs, and to rescue from oblivion some of the examples of heroic virtue which have shed lustre on the Christian name. He commences with an elaborate introduction on the history, institutions, manners and customs of the Koreans, subjects on which the world at large is profoundly ignorant. The following are some of the chief points touched upon in the fifteen introductory chapters;—the physical geography of the country, its products and population; its state of vassalage to China; its government and civil and military organisation; matters connected with the administration of the laws, public examinations, &c., and the social condition of the kingdom. The character of the Koreans and their ancient religion and superstitions are also dealt with, and a chapter is devoted to some elementary information respecting their language, which is almost entirely unknown to Orientalists. The information embodied in the introduction is derived to a great extent from numerous letters from missionaries, and although, as Père Dallet observes, this portion of his work presents some inevitable gaps, yet, such as it is, it possesses a value which is unique in its kind, since the missionaries are the only Europeans who have ever sojourned in the country, who have spoken its language, and who have been able, through living with the natives for many years, to acquire a real knowledge of their laws, character, and customs. Although the information on all these subjects is as exact and accurate as possible, still we are warned not to forget that the position of the missionaries, who were always in hiding and almost always being hunted down, did not admit of their verifying, in certain cases, the statements which they received, and that it was not in their power to compare the manners and customs of the different provinces.

Pére Dallet tells us that this history of the Korean Church is based upon the letters of the missionaries, and the native accounts of which they forwarded translations, for there were no other materials available. We suspect, therefore, that the details of the occurrences previous to the arrival of European priests must be accepted with a certain amount of reservation. The history is divided into two main portions; the first deals with the period from 1784 to 1831, that is, from the introduction of Christianity to the appointment of a Vicar Apostolic; and the second of the period from 1831 to 1866, viz., from the arrival of Monsignor Bruguière to the martyrdom of Monsignor Berneux and others, and the abortive French expedition consequent thereon. It may be interesting to notice that the seeds of the Catholic religion were planted in Korea in a somewhat curious manner, and that the Church in that country mainly owes its origin to the fact that in 1784 a native of an enquiring turn of mind, named Ni Tek-tso (afterwards known as Pierre Ni) accidentally met with some elementary books on religion in the Chinese language, which the Korean ambassadors had brought from Peking among a number of works on science and mathematics.

M. Edmond Planchut contributes to the *Revue des Deux Mondes* of Nov. 15 a paper entitled "Formose et l'Expédition Japonaise," basing his observations partly on documents recently received in Europe, and partly on notes which he himself collected during a ten years' sojourn in the Far East. In view of the events which have so lately attracted attention to that portion of the Chinese Empire, his article, though somewhat rambling in its nature, will, doubtless, be read with interest. In the first part he describes the island, its inhabitants, products, &c., and details the manner in which, a few years back, the aborigines were brought into contact with foreigners. M. Planchut incidentally has occasion to speak of Amoy, and we are somewhat surprised to find that he considers it the chief town in the province of Fohkien. The second part of his article is devoted to the Japanese Expedition, and he discusses at some length the causes which led to its despatch, giving also a detailed account of its progress, and the circumstances which attended it. Having contrasted the conditions of the Chinese and Japanese armies, to the disadvantage of the former, he concludes with a hint to the latter, which we shall not be surprised to hear of their adopting. After having behaved gloriously in Formosa, he says, Japan may sooner or later make a fresh essay of her power in Korea, where her honour has also grave injuries to avenge. The Koreans are not less barbarous or less hostile to foreigners than the Boutans were, who are crushed for ever; and if Japan had the glory of triumphing over the former as she has done over the latter, she will be the only nation of Asia which has fought in the cause of progress and liberty.

We have received Nos. 302 and 303 of the *Wan Kwoh Kung Pao* (Chinese *Globe Magazine*), a periodical which is doing good service by disseminating among the Celestials a knowledge of western countries and their civilisation. Besides a variety of information respecting Europe and America, the numbers before us contain articles on the Transit of Venus and the Comet, and instalments of Dr. Williamson's Natural Theology and the Rev. T. Richard's Philosophy of the Plan of Salvation. They also, each of them, give seven numbers of the *Peking Gazette*, and several items of intelligence relating to China and Japan.

Trubner's *American and Oriental Record* for this month contains a very complete notice of the recent meeting of the International Congress of Orientalists in London. We notice the firm are publishing the following works:—"The Wheel of the Law;" "Buddhism Illustrated from Siamese Sources," by the Modern Buddhist; "A Life of Buddha," and an account of the "Phra Bat," by Henry Alabaster; the "Romantic History of Sakya Buddha," by the Rev. Samuel Beal; and the "Life and Works of Mencius," by Dr. Legge.

The *Oriental* for November is a very excellent number, although India again claims nearly all the papers of interest. There is, however, some "Gossip about Ceylon," and a chapter on "Home Rule," a subject, by the way, which has been thoroughly *aired* in the daily papers, one would think. Mr. Seward on the Government of India is the subject of a paper, while the Administration of Sir George Campbell in Bengal is the theme of another.

The *China Review* for July and August contains a paper on Chinese Coinage, entitled "The Shroff's Mystery," a History of the *Peking Gazette*, Tales from the Liao Chai Chih Yi, and a continuation of the paper on the Japanese and China. There is also a very interesting chapter on Formosan Dialects and their connection with the Malay, while Baron Richthofen's lecture on Railways to China, given at the Berlin Geographical Society, is produced.

A pamphlet has just been issued by Mr. G. W. Jones, the author of "Jones's Plan of Universal Penny Railways." It is entitled "The Million on the Rail," and is dedicated to the shareholders of the Midland, London and North-Western, and Great Northern Railway Companies. Mr. Jones in his pamphlet shows the expediency of encouraging the third-class passengers to travel, and his arguments are supported by statistics.

An interesting reminiscence in connection with the recent meeting of the Oriental Congress is afforded by a photograph which has appeared of the group of members and friends assembled at the house of Mr. Bosanquet, at Enfield, the treasurer of the Congress. The photograph is by Mr. R. L. Farr, of Enfield, and the portraits given are remarkably good.

Mr. Thomson's work, "Illustrations of China," is the subject of an elaborate review in the *Pall Mall Gazette* of Nov. 11th. This work was noticed in our own columns some twelve months since. The thorough appreciation of the work which the writer evinces will, however, do much to atone for the delay.

Messrs. Macmillan and Co. have published a translation of Baron Hubner's travels, under the title of "A Ramble Round the World."

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, NOV. 30, 1874.

THE DUTCH IN ATCHIN.

IN spite of the long-winded pomposity of Parliamentary debates at the Hague, it is not very difficult to see that the Dutch have for a long time made up their minds as to the policy they intend to apply to Atchin, and as to the mode in which that policy is to be carried out. True, there is a show of party opposition; the men in office are a little pressed by the men out of office to come forward and deliver on the floor of the House a full disclosure of those precise arrangements, political and military, for executing their plans, which very possibly even the Administration itself has not yet fully resolved upon; but such attacks as these are as insignificant as mosquito bites; the question discussed is not whether the Atchinese shall be left to their independence and an honourable retreat effected, there is no dispute of this kind; *delenda est Carthage* is a proposition to which all yield assent; the only disagreement arises as to the means and method most proper for securing the object sought, and, after all, it is chiefly from the point of view of costliness or economy that each politician looks at the competing schemes. From the eight days' discussion on the Colonial Budget which the Netherlands Government has just brought to a close, the general conclusion we gather is that no third expeditionary force is to be got ready and despatched for special service in Sumatra. The troops at present operating against the Atchinese, if kept up to their existing strength, are judged sufficient for completing the subjection of the still resisting provinces. Of the actual strength and condition of the Atchinese we know next to nothing. Their communications with the coast seem to be pretty effectually cut off, or at any rate their chiefs have given up the notion that it will answer their purpose to send information of their own doings to Penang; and this being so the only sensible course is to take it for granted that the Dutch have been at the pains to ascertain for themselves the full extent of the power for resistance which their enemy still possesses, and that hence they know well enough that the resources and spirits of the Malays have very nearly reached low-water-mark. We have before pointed out that if this is the case the wisest plan in the interests of the Dutch, the Atchinese, and general commerce alike, would be to put a quick end to a lingering mischievous warfare by one or two vigorous strokes. What would the British public have said if two English regiments were still fortifying themselves beyond the Prah, casting up entrenchments at Coomassie, and waiting till the King of Ashantee and the remnant of his forces should turn up on some side or other, and, as the French would say, "resume aggressive operations?" To keep the land out of cultivation and trade at a standstill for the sake of a temporary saving of say £150,000 may seem good in the eyes of the statesmen of Holland, a worthy sequel to the policy of those early settlers who burnt the spice trees on some islands so that those on the rest might rise in value, but it will not find favour or bring credit to its inaugurators with the public at large.

Our last news from the seat of war tells us that the Atchinese persist in continuing the struggle, and that the health of the Dutch troops is very unsatisfactory. The real danger, however, is lest, while the little Netherlands army is slowly pushing its way inland foot by foot, now occupying "seven forts and three bridges" (what sort of "bridges" we should like to know, three bamboo poles perhaps), now erecting a battery to command "the river" (or, as we should say, a reach in it), the Atchinese may one of these days surprise them in force, and by the sheer superiority of numbers inflict an absolutely overwhelming defeat. The Malays are pretty crafty, and at any rate they seem determined to fight to the last. Should such a catastrophe as this take place Mr. VAN GOLTSTEIN and Mr. NIERSTRASZ may league together in unholy alliance; but not all their intrigues nor all their eloquence will save the ruling party in Holland from a fall; and what then will be said of the sagacity of those who, from narrow motives of economy, and although their East India revenues admit of a large margin for expenditure, yet are now seeking to spare all outlay and to reduce the forces in Atchin to the lowest possible strength?

It is rather amusing to find, among other items of intelligence, some enthusiastic friend proposing to present the "Victorious" VAN SWIETEN with a sword of honour, and offering f.100 out of his own pocket for that purpose. Alas! not one single additional subscriber has added his name and contribution to the "presentation list." Those who are too zealous in our service often expose us to the most bitter humiliation! Well might VAN SWIETEN break silence and exclaim, "Save me from my *Friend*."

THE BURMAH, SIAM, AND STRAITS STEAM CO.

THE Burmah Steam Ship Company (Limited), which was established in 1871, are now building on the Clyde other two steamers of 300 and 400 tons respectively for service between Rangoon, Penang, and Singapore. The Company's steamers call at Tavoy, Mergui, and Malewan on the Pak-chan—the utmost limit of British Burmese territory, and thence on to Rendong, Ta-Kopa, and Tongka, in Junkceylon, all Siamese ports. They are of considerable importance, as the head-quarters of the Straits tin-mining operations. Tongka alone has a Chinese population of over 100,000 people, employed chiefly at the mines. Ta-Kopa and Rendong, though smaller, are also important places, and a large trade is springing up in rice, &c. These ports, although little known, present a wide field for enterprise, and their trade may at present be considered as only in its infancy. Captain BOWERS, who is well known in Burmah, is superintending the building and despatch of these two boats, and is well able to carry the Company to a success, in spite of a rather unworthy opposition on the part of a well-known established Company, to whose interest as well as policy it would have been better to have encouraged Captain BOWERS in his undertaking. If it had not been for the forbearance and assistance given by the P. and O. Company when they first started, perhaps they would not have been so successful to-day, but that great Company fostered and assisted the young enterprising firm, and the result is a fleet of vessels second to none afloat. The days of monopolies and exclusiveness in trade have gone by, and those great commercial problems are daily being worked out on the sea as well as on land, and no firm or Company shall say to its neighbour, "You shall not "go here or trade there, because this is my beat, and I "was here before you." The whole of British India and the ports round the Malayan Peninsula all the way to China still want facilities for the transport of emigrants and goods backwards and forwards, and in these seas steam vessels are particularly favourable for the advancement of commerce and to highly commercial and intelligent races like the Chinese and natives of India, who are willing to avail themselves of steam in preference to the old lumbering sailing ship, subject to the calms and the capriciousness of adverse monsoons and light winds. The transition from the inconveniences and delays of the one to the despatch and regularity of the other is readily seized upon by those quick-witted traders, and a trade has sprung up within the last ten years that we only see the beginning of as yet. The Chinese, with that quick perception peculiar to them, see the advantages of steam, and have a large fleet of steam vessels working round the coasts, rather expensively, perhaps, but they possess the faculty of combination and the knowledge of markets. Entering into competition with us in steam as well as other branches of industry, we shall find it a hard matter to hold our own with them at no distant date.

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THE PRINCE OF KUNG IN DISGRACE.

BUT three years ago an acute observer of the Chinese political world made use of the following significant expression in speaking of the Prince of KUNG to a traveller, who during his visit to Peking had had an interview with his Imperial Highness :—"When the young Emperor be-"comes old enough to take the reins of government the "position of the Prince will become critical." Whatever may have happened before or behind the scenes we have no means of telling, but, as our readers are aware, this prophecy has been literally and publicly fulfilled within a little more than eighteen months of the time mentioned. Incited probably by evil counsellors, who desired war with Japan and were opposed to the *rôle* which the Prince played in the negotiations consequent upon the Formosa difficulty, the EMPEROR, by an edict published in the *Peking Gazette* of Sept. 10, degraded his uncle by depriving him of his Imperial princedom, with hereditary succession for ever, and reducing him to the rank of a secondary prince; and to make the disgrace more complete, he further visited the supposed sins of the father on the son, and deprived him, too, of his title. And all this was owing to the youthful occupant of the Dragon Throne not relishing the sound advice which he had from time to time received from his experienced relative, or, to quote the words of the edict, because "whenever speech has been "held by us with the Prince of KUNG, his language "has been marked by manifold shortcomings of de-"corum." This foolish and puerile action on the part of the petulant Son of Heaven was the cause of much talk, not to say consternation, at the Chinese capital, and there is no knowing what disastrous consequences might not have ensued, had not wiser counsels fortunately prevailed. The Empresses Dowager used their influence with the offended monarch to such good purpose, that this ill-advised edict was revoked on the following day, and the Prince and his son were forthwith reinstated in their honours and titles as quickly as they had been deprived of them. The EMPEROR bases his change of mind on the Prince's previous good services to the State, and yields to the "benign mandate," as he terms it, of the Empresses Dowager with as good a grace as possible; but at the conclusion of the second edict he endeavours to save his dignity by warning his uncle to behave more carefully hereafter. "It behoves the Prince,"—so runs the Imperial command,—"to respond to "the desire of his Sovereign to convey a salutary admoni-"tion, and for the future to be more and more dili-"gent and careful, contributing largely toward relief "from difficulty and embarrassment, to the end that "his trust be worthily discharged." It is lucky for China that her ruler, under the influence of maternal pressure, has found out that second thoughts are best, for although the Prince of KUNG is, perhaps, not a man of extraordinary intellect, and is not very advanced in his ideas respecting the necessity which exists for radical reforms in the general adminstration of the Celestial Empire, still he has shown that he is gifted with sufficient sagacity to steer the bark of State in safety through the perils which every now and then beset it, and furthermore, which is a very important qualification for a man in his position, "he possesses,"—to quote the words of the authority cited above,—"in the "highest degree the precious talent of knowing how to "choose able men, and to employ each one according to "his capabilities."

PROPOSED SURVEY OF THE INDIAN SEAS.

WE understand that a survey of the coast and harbours of India has been decided on. Commander A. D. TAYLOR, late of the Indian Navy, and a practical surveyor, has the duty entrusted to him by the Admiralty of organising and conducting the survey, and as Captain TAYLOR has had much experience in India, it is believed that the survey could not have been committed to better hands; he will be assisted by experienced surveyors from the Imperial Navy, so that he will commence with a staff of officers well qualified to undertake the duties at once. It is proposed that the first survey undertaken shall be of the mouths of the Ganges and Brahmaputra, to be followed by the Andaman and Nicobar Islands, the Sittany River, the Gulf of Cambay, and the Chittagong Coast, &c. We may congratulate the India-office on having decided upon the commencement, or resumption, of this important work, for its neglect hitherto is almost incomprehensible. There is not a single harbour of refuge throughout the whole coast of India; the coast is badly surveyed and lighted. Although it has been proposed to light the Basses Rocks for the last thirty years, it has only just been accomplished, while the miserable light at the southern extremity of Ceylon is a disgrace to our Indian executive. Even at Calcutta ships have to lie at moorings instead of docks, subject to all the danger of tides; and the shipping trade of the East suffers considerably by reason of all these serious inconveniences.

THE information recently received with reference to the Chinese Government and the coal and iron mines in the province of Chihli is extremely satisfactory. Foreign machinery is to be used in the development of the mineral resources of the district, and Mr. JAMES HENDERSON, a gentleman whose devotion to this subject our readers must have had ample evidence of in our columns, is entrusted to procure the necessary staff and plant. It is gratifying to reflect that Mr. HENDERSON has at length overcome the obstacles which the caution of our own officials and the obstinacy of the Chinese have hitherto thrown in his way. Mr. HENDERSON has arrived by the present mail,

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THE proposed alteration in the allowance for retirement in the Consular Service, which we noticed some time since, cannot, we understand, be carried into operation until an Act of Parliament has been passed to alter and amend the regulations now in force. Considering the reductions made of late years in the salaries of Consular officers, we are glad to notice this proposal. It is intended that the Act should have a retrospective effect so far as to cover retirements made after Lord DERBY'S Circular, issued last February. In framing the Act we trust that Chaplains will not be forgotten.

ADVICES from the flourishing colony of Queensland state that a movement is on foot to import Chinese immigrants for the purpose of introducing labourers accustomed to tropical and semi-tropical agriculture, in addition to their general services among the colonists. It originated among certain planters and others connected with the production of sugar, which promises to be a staple article of commerce, not only for home consumption, but for export to the neighbouring colonies, where the climate is not suitable for the growth of the sugar cane.

THE report of the French Consul at Manila, announcing the seizure of the French vessel *L'Avenir*, by a Spanish frigate, in the Sooloo Seas, has been published in the Paris papers, the grounds alleged being the sale of arms, &c., while the ports of Sooloo are under notice of blockade by the Spanish Government. The French Minister of Marine has warned French trading vessels to abstain from trading with these ports.

THE proceedings of the Oriental Congress are, we understand, to be edited by Professor DOUGLAS, and published by Messrs. TRUBNER and Co. We are glad to note that the catalogue of works at the British Museum on which Professor DOUGLAS is engaged has now reached to the letter N, and we may expect its completion in a few months.

THE provision made in the Treaty with Siam concluded at Calcutta, as to a Vice-Consul being placed at Chengmai, is not likely to be carried out until the return of Consul-General KNOX to Bangkok.

WE have good authority for stating that the Secretary of State for the Colonies has given his approval to the policy pursued by Sir ANDREW CLARKE at Singapore, in regard to the native States.

WE understand that an Order in Council will shortly be brought out, altering and amending the procedure now in force in the Consular Courts of China and Japan.

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THE P. AND O. COMPANY.

The following is the Report of the Directors of the P. and O. Company, to be submitted at the annual meeting on Friday next :—

The directors beg to submit their thirty-fourth annual report. Detailed statements of accounts, duly audited, together with supplemental and explanatory documents, have been laid on the board-room table for the inspection of proprietors. The following is an abstract of these accounts, which relate to the financial year, commencing October 1, 1873, and terminating September 30, 1874 :—

The Capital Account

Shows that the Company stood possessed, on Sept. 30 last, of stock in ships, less the amount deducted for appreciation		£3,757,220 15 10
Also, of freehold and leasehold property in England, and docks and premises at Calcutta, Bombay, Hong Kong, Singapore, and other stations ...		221,248 13 4
And stocks of coals, naval and victualling stores, amounting to		412,765 19 0
Also cash at bankers, bills receivable, balances in Agents' hands, and debts due to the Company ...		344,821 0 10
Making the total Assets		£4,736,056 9 0
That the capital received from the proprietors at that date amounted to...	£2,700,000 0 0	
And that there had been received on debentures ...	800,000 0 0	
Total capital	£3,500,000 0 0	
That the liabilities of the Company, in bills payable and otherwise, amounted to ...	803,932 12 2	
Making the total Capital and Liabilities ...		4,303,932 12 2
And showing a surplus of		£432,123 16 10

This surplus being the balance at the credit of the General Reserve Fund.

The Revenue Account

Shows that the gross revenue of the Company, from freight, passage-money, postal-service contracts, and other sources (including balance of undivided profit, brought forward from last year), amounted, for the twelve months ending 30th September last, to		£2,186,663 8 9
That the expenditure and charges on revenue, including interest on debentures, the reserves for insurance and depreciation, and the outlay for repair of ships amounted to		2,047,899 13 4
Leaving a net profit of...		£138,763 15 5
Deduct dividend of 2½ per cent., for the half-year ending 31st March	£67,500 0 0	
And the half-year's dividend of 2½ per cent., now about to be recommended	67,500 0 0	
		135,000 0 0
Leaving a balance of		£3,763 15 5

The Renewal Fund.

Amount at the Credit of this Account on the 30th September, 1873		£78,981 16 2
Amount brought from Underwriting Account for the year 1874		41,016 7 0
		£119,998 3 2
Expended during the past year upon ships fitted with new engines, and otherwise improved		128,197 12 0
Leaving a balance to the Debit of this Fund		£8,199 8 10

The Proprietors' Underwriting Account.

The annual premium of 5 per cent. on the estimated value of the floating property of the Company, covering ordinary sea risks, credited to this account, for the year ending 30th Sept., 1874, is ...		£130,000 0 0
Costs and expenses incurred by collision of *Geelong* and *Glimt*, the stranding of the *Bokhara*, and other casualties during the past year	£15,948 14 3	
Marine and fire insurance paid on ships lying in ports of the United Kingdom, and proceeding from one port to another for repairs...	£5,903 13 9	
Marine insurance paid on the Company's ships between London and Southampton	13,131 5 0	
		34,983 13 0
		£95,016 7 0
Payment proposed to be made to the proprietors, at the rate of 2 per cent.	£54,000 0 0	
Balance carried to the renewal fund	41,016 7 0	
		95,016 7 0

In the last annual account the general reserve fund amounted to £432,123 16s. 10d., at which it still remains.

The Company's Fleet.

The tabular statement prefixed to this Report contains, as customary, particulars of the tonnage, horse-power and present station of the Company's Fleet, and shows that its total tonnage has been increased since the last annual report by 4,000 tons.

The *Thibet*, sister ship to the *Teheran*, was launched at Dundee in August, and has since made a satisfactory passage to Bombay. The *Geelong*, *Malacca*, *Avoca* and *Sunda*, having received new boilers and machinery, on the compound principle, are again on the active list; and the *Deccan* is being fitted at Newcastle with engines of the same type. The *China* has been supplied with new boilers, and her refit will be completed next month. The *Kashgar*, one of the two vessels built by Mr. Laing, of Sunderland, and purchased by the Company, has performed one voyage to India and back; she left again for Bombay on the 26th instant. The *Surat*, which has been lengthened forty feet and fitted with compound engines, sailed for Calcutta in October; and the lengthening of the *Poonah* by eighty feet is making good progress. New engines and boilers will be ready for her when she comes out of the shipbuilder's hands. The compound engines for the *Bangalore* have been finished for some time, so that the necessary alterations can be effected whenever a suitable opportunity occurs for withdrawing the vessel from the active list. A satisfactory offer having been made in Japan for the *Madras*, that vessel has been sold, being no longer equal to the requirements of the service; and it is probable that one or more ships of a similar class may be disposed of in the same way.

Proprietors' Underwriting Account.

The directors are happy to state that this account is free from any total loss, although it is charged with several cases of minor damage, amounting altogether to £15,948 14s. 3d. The principal of these cases are the collision of the *Geelong* with a vessel named the *Glimt*, immediately outside the harbour of Hong Kong, and the stranding of the *Bokhara* upon an unknown rock, also in the vicinity of Hong Kong. The account is also charged with the sum of £5,903 13s. 9d. for insurance effected at Lloyd's and in the offices on the Company's steamers, while going to and coming from the shipbuilding ports of the United Kingdom. The number of coasting voyages entailed through sending vessels to be repaired, and placing new ships at Southampton, has been such as to render insurance to a considerable extent advisable.

A further and more important item is the charge for insuring the steamers while on the voyage between London and Southampton, amounting to £13,131 5s. As explained more fully in the succeeding part of this report, the Company's mail steamers have, during the past year, regularly discharged and loaded the bulk of their cargoes in London, touching at Southampton on the homeward voyages for the purpose of landing, and on the outward for embarking, passengers and mails, and also for coaling. The continuation of the voyage to London necessarily involves additional risk, and until such time as the Company's officers could be generally accustomed to this local navigation, the directors have considered it prudent to effect insurance on this part of the voyage. By the end of the present winter the ships will have run to London sufficiently long to enable the directors to judge whether the practice of insuring against this risk should be continued, or whether the Company should undertake it. Deducting these charges, the underwriting account shows a credit of £95,016 7s., from which the directors recommend a payment of 2 per cent., amounting to £54,000. The balance of £41,016 7s. the directors have found it necessary to carry to the renewal account.

Renewal Account.

In accordance with the promise contained in their Annual Report for 1873, the directors have now included a statement for this account in the returns presented to the Proprietors. It will be seen that the expenditure debited to this account during the past year has amounted to £128,197 12s. 0d., and that after crediting the above-named sum of £41,016 7s. 0d. from underwriting account, a debit balance of £8,199 8s. 10d. is carried over to next year.

The total amount charged in the accounts of this year for ordinary and extraordinary repairs is £326,656 17s. 2d., and although considerable sums must be carried to renewal account during the current year, owing to the number of vessels now laid up, and shortly to be laid up, for new machinery and improvements, the Directors have every hope that the expenditure for ordinary repairs will be diminished.

With a view to this result, the Directors have, since they received the sanction of Government to the steamers using the Suez Canal, commenced to reduce their various repairing establishments abroad, and to concentrate their work as much as possible in England.

Suez Canal.

The Directors have alluded in their two preceding reports to the fact that they had made a proposal to the Postmaster-General to convey the Southampton or heavy portion of the Eastern Mails *viâ* the Suez Canal, upon the basis of a general improvement of the Mail Service. The proposals of the Directors were first submitted formally in a letter dated the 5th March, 1873, but it was not until nearly eighteen months afterwards that a new Contract was arranged for the purpose of enabling the Company's steamers to use the Canal for the conveyance of the Mails. This Contract was approved by the House of Commons on the 5th August, 1874, in lieu of the Contract of 1870, and to remain in force for the same period as that Contract, viz. until February, 1880. It would be impossible for the Directors, within the limits of this Report, to explain the various and complicated phases through which the negotiations passed before a settlement of this question was effected. They have, therefore, considered it necessary to circulate a copy of their correspondence with the Government on the subject, in order that the Proprietors may see that the best arrangement possible has been made for their interests.

The Directors feel confident on this point themselves, but at the same time they do not conceal from the proprietors their opinion that the Company has been hardly dealt with in this matter, and they have repeatedly stated this opinion both to the late and to the present Government.

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CHANGE OF TERMINUS FROM SOUTHAMPTON TO LONDON.

Although, under the Coutract referred to above, the Mail Terminus continues to be Southampton, the Directors have found it necessary, for cargo purposes, to continue the voyages of the steamers to London, and their intention is shortly to consolidate the work in London, and to reduce their establishment at Southampton to one of very small extent.

The reasons which render the discharge and loading of the Company's steamers in London necessary are twofold. First, that much, if not the greater part, of the cargo shipped by the Company's vessels would not be sent by them if they continue to discharge and load in Southampton; or, if shipped, it would be so only at reduced rates of freight. Second, that upon the low rates of freight now received by the Company they cannot afford to pay the Railway and Dock Companies for carrying goods to and from Southampton, although since the Company's steamers began to come to London, the Railway and Dock Companies of Southampton have offered comparatively moderate rates for the purpose.

This change in the Company's operations is of course not accomplished without disadvantages; but the Directors feel confident that in the present state of the Company's business, and of daily competition with Canal steamers, it is necessary to give shippers all the advantages in loading and discharging cargo which can be obtained from opposing lines.

CAPITAL AND DIVIDEND.

The paid-up capital and debentures remain the same as last year, viz., £2,700,000 and £800,000 respectively. The Directors propose in the course of the ensuing year to make two calls of £5 each upon the new shares, viz., on the 1st April and 1st July, which will increase the paid-up capital to £2,900,000, leaving £600,000 of capital unpaid. It is necessary to make these calls in order to continue the improvement of the Company's fleet. The last call was made in April, 1868, and, as the Directors have repeatedly mentioned in their reports, the Company's business has since that date undergone a complete revolution, entailing the necessity of an entirely new class of steamers for its work.

The estimate made of the Company's operations for the half-year has been borne out by the subsequent accounts for twelve months, and the directors are unable to recommend a Dividend at a higher rate than that paid in June. The difference in the result of the present, as compared with last year's operations, arises mainly from two causes—first, the reduction of £40,000 per annum in the subsidy received for the Australian Mail Service; and secondly, a large additional expenditure in Suez Canal dues, arising from the Company's steamers having regularly used the Canal during the past twelve months.

Summing up the operations of the whole year under the circumstances explained in this Report, the directors are enabled to recommend a dividend of 2½ per cent. for the six months ending 30th September last, and a payment of 2 per cent. from the Underwriting Account, making, with the dividend of 2½ per cent. declared in June, a total of 7 per cent. for the year.

The amounts payable under this Report will therefore be as follows:—

Dividend	2½ per cent.
Underwriting Account	2 „
Together ...	4½ per cent.

DEATH OF MR. JAMES ALLAN.

The Directors deeply regret having to announce the death of their esteemed colleague, Mr. James Allan. Mr. Allan was connected with the Company from its earliest commencement, having been the first secretary, and subsequently appointed to succeed the late Mr. Francis Carleton as a managing director in 1849. During this long period Mr. Allan had the entire and well-merited confidence of the Board. His zeal and labours in the interests of the Company must be well known to many of the proprietors, but it is the duty of the Directors to place on record their high appreciation of his character and attainments, and their personal sense of the loss which the Company has sustained by his death.

Mr. Allan had, as previously made known to the proprietors, retired from the active duties of a managing director, and the two remaining managing directors, Mr. Bayley and Mr. Sutherland, will continue to perform, as hitherto, the duties of that office.

THE ANTI-OPIUM SOCIETY.

The following is a full report of the address delivered by Mr. F. S. Turner, the temporary Secretary of the Anti-Opium Society, at the meeting on the 13th inst.:—

Mr. Chairman, Ladies and Gentlemen,—It falls to me, as temporary secretary of this movement, to give a brief outline of what the opium trade is, especially for the sake of those friends who, in these busy days, have not had an opportunity of making themselves acquainted with its nature. I will make my tale as succinct as possible, and pray the forbearance of those who know the facts already. Time forbids my entering upon the past history. I will keep to the present state of the trade. All the opium that reaches China from abroad, with an insignificant exception, arrives from India. All the opium exported from India, with, as far as I know, no exception, goes to China and Chinese settlements in the Straits and Islands. The trade therefore concerns India and China. Let us glance at India first. In India there are two great opium-producing regions; one in British territory, one in the Native States. The opium from the Native States, called in commerce Malwa opium, goes west to the sea, and is shipped from Bombay. Our British opium is grown in Bengal, and passes out at Calcutta. Our British Indian Government has nothing to do with the production of Malwa opium. It simply guards its own interests by the exaction of a pass-duty of Rs. 600 per chest. This Bombay pass-duty brings in something over two millions sterling, more than a quarter of our opium revenue. In Bengal it is very different. There we hold a rigidly-exercised monopoly of the trade. From the time the seed is put in the ground to the time the finished article is sold for export, it is Government property. The system is this. Government determines beforehand how much opium it will produce. On the part of the ryot the cultivation is voluntary, nominally so at least. If willing to grow he gets his land registered, a licence is given, money is advanced. He sows his seed. More money is advanced. He harvests the juice, takes it to the Government factory, and receives the balance due. Henceforth Government officials watch over the opium and prepare it for sale. A small proportion, about one-twentieth part, is sold in India to licensed dealers. The great bulk is specially prepared and packed for the China market. It is brought down to Calcutta and sold by auction by a Government official. That closes our Indian Government's connection with it. The profits of the sale form our Bengal opium revenue. They average about 300 per cent. on cost of production. In the year ending March, 1872, 49,695 chests of Bengal opium were sold in Calcutta for export. In the same year 39,225 chests were shipped from Bombay. The net revenue for that year was £7,656,000. Important questions arise as to the working of the monopoly in India, its effects upon the ryots, its tendency to restrict the use of the drug in India, or otherwise. These I must leave, hoping that gentlemen personally acquainted with India will take them up. One thing only I notice. It has been clearly and emphatically recognised by the Indian Government that the consumption of opium is a vicious indulgence, highly injurious to the people. The minute of the Board of Revenue of Bengal in 1859 defends the monopoly on the ground that its abolition "will deprive the Government of all power of checking the local consumption of the drug." So we are every year manufacturing about 8,000,000 lbs. weight of a confessedly noxious drug, which we desire to keep from our own subjects, for sale to a foreign land!

We must now follow the opium to China. Does the drug change its quality on the sea? or are Chinese constitutions poison proof? We shall see. There are curious and difficult questions with regard to opium in China. Why does it exert so fatal a fascination for *Chinese* more than all other people? Who first introduced the poppy? Who first invented smoking? It is a little hardy to assert that *we* taught the Chinese opium-smoking, when neither we nor the Hindoos have yet acquired the art. The Chinese have grown the poppy for generations in their western provinces My own investigations point to the conclusion that cultivation and importation began about the same time, and have increased *pari passu*. The latest estimate I have seen by the Chinese Imperial Customs makes the quantity of native opium rival that of the imported. This, however, is a mere vague estimate. But as regards England's connection with the opium trade, all these perplexing questions are beside the mark. Two facts, and two only, settle the moral character of our opium trade. The first is, that the use of opium is fearfully injurious to the Chinese. The second is, that we are compelling them to admit our opium against their will. Now, if proof be demanded for the first fact, I will not attempt to work upon your feelings by harrowing descriptions of isolated cases. I find my proof in the universal testimony of the Chinese people. They are of age, ask *them*. They are the only opium-smoking people on the face of the world. They have tried it now for three generations. They ought to know. Ask them. Sir, I do not think on any matter subject to human testimony you could find such another instance of perfect unanimity of testimony. The Emperor condemns it. The officials condemn it. The people condemn it. The opium-smokers condemn it: they most loudly and bitterly of all. Ah! well they know, about whose souls the fatal serpent-coil of the fascinating poison has wrapt its adamantine folds. Well do they know who come crowding round the missionary begging for some medicine to release them from the habit they feel is dragging them to poverty and death. Never during eleven years in China did I hear one single Chinese commend or even so much as excuse the opium-pipe. I think you might traverse China from the Great Wall to the Southern Sea, from the mouth of the Yangtsze to the Passes of Thibet, without hearing from 400,000,000 lips one word in favour of opium. It is popularly one of the triad of vices: gambling, opium-smoking, debauchery. You ask why, if there is such a unanimous condemnation of the vice, why do they buy opium, why do they grow it? *Why do men sin?* Sin is pleasant at first. There are plenty of people in China, as in England, who will minister to any vice for money.

One hears opium-smoking compared to the drinking customs of England. These analogies are perilous things, and always require to be measured with the facts before they can be trusted. People say alcohol is a stimulant; opium is a stimulant; here there is moderate drinking and drunkenness; surely in China only excess in the use of the opium-pipe is evil, a moderate usecannot be harmful. So I should have reasoned from analogy, but the facts conduct to a different conclusion. Opium appears to possess such qualities that its regular use becomes a slavery; after a while it is no more a pleasure, but a physical necessity, and increasing doses of the drug must be taken to appease the inexorable demands of the tyrant craving. Now, without entering into medical discussions, without even taking for granted that the Chinese popular notion of opium is absolutely correct, we have this fact before us, that the Chinese people regard the habit as a ruinous vice. Drinking has no lack of defenders amongst ourselves. The majority agree that it is excess, not use, which injures. It is not so with opium. I do not think that such an idea as the possible moderate use of opium has entered a Chinaman's mind.

My second point is, that we are forcing our opium upon China. Good people in England, who have no practical acquaintance with the politics of the Far East, may be surprised to hear this. They thought that the trade was now a legal one. So it is: opium was introduced into the tariff of the Treaty of Tientsin in 1858. But what was the basis of the Treaty of Tientsin? Nothing but our superior military power. There was no pretence of willinghood on the Chinese side. When that Treaty was made, it required another war to get it ratified. Not till our troops had taken the gates of Peking, destroyed the Emperor's summer-place, and driven him to take refuge in Tartary, did the Chinese finally yield. The simple fact is, we are all along forcing ourselves into China—our ambassador, our consuls, our merchants, our missionaries; the whole foreign intercourse with China, without ex-

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ception, has been based upon and is maintained by force; and opium in this respect is only one most offensive and objectionable item in a totality of relations supported simply and solely by the British fleet and army. But if the Chinese are compelled sorely against their will to admit us and our commerce according to so-called treaties, which are *our* declarations of the terms on which *we* choose to hold intercourse with China, they may object to one part of this intercourse more than another. And they do so specially and in set terms object to the opium trade. They have expressly and emphatically demanded to be released from their treaty obligation. They have complained that opium is destroying their country, and that they cannot put their own laws in force against the native-grown opium, because they are compelled to admit our Indian opium. They appeal to our justice, our mercy, our sense of religion. They intimate the probability of this opium trade leading to another war. Oh! such a despatch as that, written by Pagan statesmen to a Christian ambassador makes one's heart sink with shame. There is no reply. There is no excuse. The dishonour weighs us down. We feel that as a country we have sold justice and humanity, religion, peace, goodwill among men, the very honour of our God and our Saviour Christ, for gold. That terrible pile of eight million golden sovereigns: it has outweighed every consideration of true political expediency, of righteousness, of philanthropy. But is it yet too late to repent, and to endeavour to retrieve our lost character, and, if it may be, avert that impending retribution which we cannot but believe God has in store for such iniquities as this!

It has been my task to set before you the opium trade as it is, not to suggest the remedy. Until we feel the evil, until the national conscience is aroused, and the people of England demand that this iniquity shall be no more, what hope is there of remedy?

MARINE INSURANCE.

The subjoined letter, drawing attention to the unsatisfactory state of marine insurance business, has appeared in *The Times*, with the signature "Underwriter."

"Sir,—Attention has been drawn of late through your columns to the unprofitable results which have attended the operations of marine insurance business during the past three or four years. Will you allow me, in as short a space as possible, to point out to what extent this has really been the case, also to state some of the causes to which it may be attributed, and to suggest some remedy for such a state of affairs? To give some adequate idea of the losses which have been incurred lately by marine insurance companies it will, perhaps, be best to give some facts respecting their shares. Indemnities, which were in 1870 120½, are now 104; Marines are still worse; in 1870 they were 91, they are now 46½; Oceans, which touched 30, are now 8½; Universals have fallen from 15 to 8¾; and Thames and Merseys from 19 to 8½. Of the other companies, some are at a discount. Of the companies established since 1871, the Realm and Trident have been obliged to close their doors, while the rest are quoted at various rates of discount. The condition of underwriters at Lloyd's has been precisely similar. What, then, have been the causes which have been at work to bring about a state of affairs so uniformly disastrous? The first to which I will draw attention is the sudden developement of steam traffic which followed the opening of the Suez Canal. During the last few years, but especially in 1871 and 1872, the number of steamships turned out of all our shipbuilding yards was unprecedented. The construction of sailing ships came almost to a standstill, and steamers began in nearly every trade to take their place. Unfortunately, sufficient care was not given to the construction of these vessels, the great aim of their designers apparently being to see of how little iron they could be constructed. This object was fostered by the foolish competition between Lloyd's Registry and the Liverpool Iron Registry books, the latter of whom reduced their standards very largely, a mistake which I am happy to say they have since rectified; but the mischief was done, and we had turned out a large fleet of steamers utterly unfit to meet the ordinary perils of the sea. This great and sudden out-turn of steamers created an equally sudden demand for steamship captains and officers, and there being of necessity no adequate supply, a large number of them were sent to sea under the command of men who had probably never been in a steamer before—certainly not in command of one—and who thus, from no fault of their own, were quite ignorant of steam navigation. These steamers, badly built and badly commanded, were readily insured by almost all our underwriters at from six to eight guineas per cent. per annum. A large number of them were very soon lost, either through their own inherent weakness or the incompetency or recklessness of their officers. Of those which still remain, the majority have had to be almost rebuilt at the expense of underwriters. Thus from this cause alone the losses of underwriters must have been enormous. Again, the size of some of these steamers enables them to bring very large and valuable cargoes; and as they, as a rule, carry their own advices, losses are frequently announced by telegraph long before underwriters know the extent of their lines and have time to re-insure their excess—a circumstance greatly aggravated by the system of writing 'steamer or steamers' policies.' It is said that the steamers *Arcturus*, *Woosung*, and *Queen Elisabeth* took over a million and a quarter out of their pockets.

"I now come to consider for a moment the risk of collision, which it will be very easily seen increases very much out of proportion to the increase in the number of steamers. For instance, if the number of steamers in existence be increased tenfold, the chances of collision are increased very nearly a thousand times. Further, as a steamer will generally make three voyages where a sailing ship used to make one, the risk of loss to underwriters under this head becomes increased to an extent almost impossible to calculate. Turning from steamers to sailing vessels, I cannot see any diminution of losses in this quarter. Indeed, it is to be feared that we are entering upon a fresh source of loss here from the system of building large iron ships, which have an unfortunate tendency to lose their masts in the first heavy gale they encounter—a fault, I presume, which arises from some defect or other in their construction. I think, Sir, that I have shown that, whatever be the cause, losses have increased during the last three or four years to an extent hitherto almost unheard of, and I cannot see that they are at all likely to diminish—at any rate, for some time. What, then, is to be the remedy for so serious a state of affairs? In a word, premiums must be raised to a point at which they will remunerate underwriters. In 1870, when steamers were only in their infancy, and when the premiums current at the beginning of this year got fixed, none of the risks to which I have alluded were present to the minds of underwriters. Consequently, the existing scale of premiums was not framed to include them, and does not do so. So that underwriters are subject to fresh sources of loss, for which they receive no premium whatever. Nothing can be plainer than this, that if this continues to be the case, marine insurance business must remain unprofitable, and the year 1875 must show as serious a loss as any of its predecessors.

"Hitherto combination among underwriters for the purpose of raising premiums has been impossible, owing to the number of competitors for the business. Since the close of 1870, when marine insurance business looked all *couleur de rose*, no fewer than seven new companies and innumerable agencies of foreign companies have been started in London. Three of these companies and a large number of agencies have been already obliged to close their doors. The result of this was premiums reached a point at which it was utterly out of the question that they should be remunerative. Since the beginning of this year, however, they have been steadily advancing, and will, doubtless, continue to do so if underwriters will only support one another. How they are to do so will be the question asked. I would venture to suggest that some of the leading companies should take the initiative and call a meeting, at which all underwriters in London should be represented. These representatives should agree upon a course of united action best calculated to meet the present emergency. It may be objected that, even were the companies to combine, Lloyd's underwriters would not follow their example. Of course Lloyd's will always write a little below the companies; but I am certain that not only they, but underwriters all over the country, would be only too glad to raise their rates in proportion."

Naval and Military.

The Fly, double-screw composite gunboat, 4 guns, 584 (464) tons burthen, 489 (120) horse power, Commander John Bruce (1871), sailed from Plymouth on the 27th inst.

It has been decided by the Lords of the Admiralty that a "foreman in charge" shall be appointed at the Hong Kong Dockyard, and the names of foremen in dockyards at home who would be willing to take the post have been sent to the Admiralty, and the selection made by their lordships will shortly be announced. The salary of the foreman in charge will be £450 per annum.

The Lords of the Admiralty have given permission for two officers of the Japanese navy to visit Chatham Dockyard, when they will be conducted over the departments open to foreigners by one of the dockyard officials.

Admiral Sir Rodney Mundy, whose term of service as Commander-in-Chief at Portsmouth expires next March, is, it is reported, to be succeeded by Admiral Sir Alexander Milne, the First Naval Lord.

Dr. Richard Denton Mason, C.B., who has been gazetted Inspector-General of Hospitals and Fleets, served in the Sanspareil, on the East India and China station, from 1856 to 1858.

Rear-Admiral Lord John Hay, C.B., has accepted the post of second in command of the Channel Squadron, vice Admiral Hancock, whose term of service has expired.

The Victoria Cross has been conferred upon Capt. Mark Sever Bell, of the Royal Engineers, for gallant and distinguished conduct during the Ashantee war.

Staff-Commander J. G. Dathan, who served in the Encounter and Imperieuse on the China station, from 1859 to 1862, has commissioned the Fox storeship.

Vice-Admiral Ryder the newly-appointed Commander-in-Chief for China, left Malta on the 22nd inst. in the Audacious.

Captain Mayne, R.N., C.B., the eldest son of the late Sir Richard Mayne, has been nominated to the command of H.M.S. Invincible.

The corvette Cadmus, recently returned from China, was paid off at Devonport on the 26th inst.

Monetary and Commercial.

The tone of the Manchester Market has been steady, though the transactions do not extend beyond a moderate amount. There has been no variation in the attitude of producers, who are very firm in requiring the full quotations in any orders placed before them. No change is thus perceptible, but the tendency if anything is to hardening prices.

An issue is announced of £200,000 Russian Six per Cent. Land Mortgage Bonds, at the price of £88 10s. per cent. The bonds are stated to be emitted under the authority of the Imperial Minister of Finance by the Saratov-Simbirsk Land Mortgage Bank, established for the purpose of granting advances against mortgages of real property.

The directors of the London and River Plate Bank have resolved to recommend a dividend of 7½ per cent. for the half-year ending 30th September last, making, with the interim dividend of 5 per cent. paid in June, equal to a distribution of 12½ per cent. for the year.

The Royal Bank of Scotland announces a dividend of 9½ per cent. per annum, being ½ per cent. more than last year. The sum of £20,987 is carried forward, besides the "rest" of £500,000.

Official statistics just published show that the value of the

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rough mineral produce of the United Kingdom during the year 1873 was nearly 59½ millions sterling, of which more than 47½ millions was the value of upwards of 127 million tons of coal. Manufactured metals during the same period are set down at about 21½ millions.

Reports have been issued by the liquidators of the Anglo-Mediterranean Telegraph Company, the British Indian Submarine, and the Falmouth, Gibraltar, and Malta Telegraph Companies. All the concessions, properties, and liabilities have been transferred to the Eastern Telegraph Company, and the affairs of each fully wound up.

Mr. Jonathan Heyworth, cotton manufacturer, of Wheatly-lane, Spen Brook, and Barrowford, near Burnley, has suspended payment, and made an assignment in favour of his creditors. It is reported that the liabilities are £22,000.

Bar Silver has increased in value, and all that could be got ready for shipment by the French steamer of the 21st inst. and by the P. and O. steamer leaving yesterday was sold at 58¼d. per oz. Mexican Dollars to the amount of about £5,000 from New York have been sold at 57d. per oz. The market is now bare of supplies.

THE BOARD OF TRADE RETURNS.

The following is an extract from these Returns of the figures which refer to our Export trade with China and the Far East :—

COTTON YARN.

To		For the Month ended 31st Oct. 1872.	1873.	1874.
China and Hong Kong	lbs.	1,136,830	632,200	1,681,200
Japan	,,	600,400	752,100	160,000
Straits Settlements	,,	263,200	162,520	308,630
Ceylon	,,	47,300	17,400	19,500
		For the Ten Months ended 31st Oct.		
China and Hong Kong	lbs.	8,252,260	8,810,880	12,609,200
Japan	,,	11,312,560	6,769,250	4,558,700
Straits Settlements	,,	1,689,810	1,786,450	2,100,590
Ceylon	,,	133,550	178,500	325,600

COTTON MANUFACTURES.

To		For the Month ended 31st Oct. 1872.	1873.	1874.
China and Hong Kong	yds.	23,526,425	25,898,020	24,277,760
Japan	,,	3,054,500	2,479,700	377,800
Philippine Islands	,,	992,600	1,604,700	1,039,500
Java	,,	1,709,350	1,617,600	2,915,000
Straits Settlements	,,	11,640,500	7,327,000	8,338,100
Ceylon	,,	3,720,800	4,262,800	3,548,300
		For the Ten Months ended 31st Oct.		
China and Hong Kong	yds.	341,239,525	298,416,720	334,820,000
Japan	,,	25,006,100	18,427,147	15,649,400
Philippine Islands	,,	10,374,660	7,979,640	9,372,340
Java	,,	20,804,150	15,473,950	31,856,300
Straits Settlements	,,	85,364,500	72,684,250	96,674,720
Ceylon	,,	27,851,200	31,145,400	31,811,200

WORSTED STUFFS.

T		For the Month ended 31st Oct. 1872.	1873.	1874.
China and Hong Kong	yds.	829,080	1,041,220	1,114,750
Japan	,,	307,100	127,720	77,250
		For the Ten Months ended 31st Oct.		
China and Hong Kong	yds.	12,654,480	13,614,680	10,963,300
Japan	,,	2,375,390	2,399,540	1,183,600

WOOLLEN AND WORSTED CLOTHS.

To		For the Month ended 31st Oct. 1872.	1873.	1874.
China and Hong Kong	yds.	161,356	177,880	125,190
Japan	,,	60,314	81,290	—
To		For the Ten Months ended 31st Oct.		
China and Hong Kong	yds.	1,686,769	1,856,090	824,560
Japan	,,	752,114	877,810	123,340

LEAD TO CHINA AND HONG KONG.

For the month	tons	9	616	1,010
For the ten months	,,	6,978	3,095	7,677

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the three months and nine months ended Sept. 30, 1874, compared with the corresponding periods of the two preceding years, is returned as follows :—

To	For the Three Months ended 30th Sept. 1872.	1873.	1874.
China (exclusive of Hong Kong and Macao)	£1,834,262	£1,113,762	£1,134,220
Hong Kong	708,637	906,796	829,278
Japan	728,264	468,148	264,268
Straits Settlements	715,608	631,671	633,707
Ceylon	249,528	284,547	262,012
Philippine Islands	56,632	77,249	89,531
Java	176,103	166,542	344,997
Siam	789	19,379	—
Cochin China	—	—	268

To	For the Nine Months ended 30th Sept. 1872.	1873.	1874.
China (exclusive of Hong Kong and Macao)	£5,332,204	£3,966,041	£3,636,383
Hong Kong	2,076,653	2,622,956	2,796,849
Japan	1,579,602	1,330,100	889,936
Straits Settlements	1,796,897	1,599,740	2,089,359
Ceylon	739,587	759,090	853,390
Philippine Islands	291,029	309,243	322,915
Java	581,093	560,621	909,887
Siam	23,061	29,587	27,541
Borneo	—	—	15
Cochin China	151	—	306

The value of the Imports into the United Kingdom from the several ports and countries of the Far East for the three months and nine months ended 30th Sept., 1874, compared with the corresponding periods of the two preceding years, is returned as follows :—

From	For the Three Months ended 30th Sept. 1872.	1873.	1874.
China (exclusive of Hong Kong and Macao)	£3,917,298	£3,738,227	£4,585,180
Macao	5,058	3,127	6,015
Hong Kong	330,023	158,279	261,797
Japan	48,054	147,906	123,248
Straits Settlements	987,565	513,740	523,487
Ceylon	578,160	1,420,211	801,321
Philippine Islands	287,313	249,556	322,043
Java	95,590	74,925	195,267
Siam	—	—	—
Borneo	17,610	—	14,667
Cochin China	8,640	—	13,769

From	For the Nine Months ended 30th Sept. 1872.	1873.	1874.
China (exclusive of Hong Kong and Macao)	£8,954,540	£7,596,062	£7,512,971
Hong Kong	639,837	518,902	535,173
Macao	121,701	69,353	36,023
Japan	122,464	447,704	529,479
Straits Settlements	2,628,097	2,409,351	1,828,225
Ceylon	2,520,569	3,573,897	2,975,197
Philippine Islands	960,190	1,114,996	1,208,572
Java	494,400	399,853	1,190,364
Siam	12,637	4,235	—
Borneo	29,570	30,211	52,940
Cochin China	8,640	—	25,269

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's Tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 15th Nov., 1874, compared with the corresponding periods of the two preceding years :—

HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 15th Nov., 1874, 7,900,951 yards; for the twelve months, 119,516,927 yards; for the twelve months, 1873, 94,883,302 yards; for the twelve months, 1872, 80,839,372 yards. Increase for 1874 against 1873, 24,633,625 yards.

COLOURED COTTONS.—Export for the month ended 15th Nov., 1874, 3,999,777 yards; for the twelve months, 5,064,752 yards; for the twelve months, 1873, 4,765,165 yards; for the twelve months, 1872, 1,912,160 yards. Increase for 1874 against 1873, 299,587 yards.

PRINTED COTTONS.—Export for the month ended 15th Nov., 1874, 159,544 yards; for the twelve months, 849,499 yards; for the twelve months, 1873, 1,933,184 yards; for the twelve months, 1872, 2,158,470 yards. Decrease for 1874 against 1873, 1,093,685 yards.

COTTON YARN.—Export for the month ended 15th Nov., 1874, 1,642,030 lbs.; for the twelve months, 13,602,798 lbs.; for the twelve months, 1873, 9,007,345 lbs.; for the twelve months, 1872, 7,388,370 lbs. Increase for 1874 against 1873, 4,595,453 lbs.

SHANGHAI.

PLAIN COTTONS.—Export for the month ended 15th Nov., 1874, 20,446,299 yards; for the twelve months, 257,083,596 yards; for the twelve months 1873, 249,257,619 yards; for the twelve months 1872, 298,770,060 yards. Increase for 1874 against 1873, 7,825,977 yards.

COLOURED COTTONS.—Export for the month ended 15th Nov., 1874, 1,171,745 yards; for the twelve months, 14,683,233 yards; for the twelve months 1873, 17,123,261 yards; for the twelve months 1872, 9,488,865 yards. Decrease for 1874 against 1873, 2,440,028 yards.

PRINTED COTTONS.—Export for the month ended 15th Nov., 1874, 322,203 yards; for the twelve months 5,015,599 yards; for the twelve months 1873, 8,045,161 yards; for the twelve months 1872, 6,756,547 yards. Decrease for 1874 against 1873, 3,029,562 yards.

COTTON YARN.—Export for the month ended 15th Nov., 1874, 64,000 lbs.; for the twelve months, 738,980 lbs.; for the twelve months 1873, 1,319,063 lbs.; for the twelve months 1871, 1,256,780 lbs. Decrease for 1874 against 1873, 580,083 lbs.

JAPAN.

PLAIN COTTONS.—Export for the month ended 15th Nov., 1874, 4,368,825 yards; for the twelve months, 35,468,777 yards; for the twelve months 1873, 30,393,419 yards; for the twelve months 1872, 29,475,457 yards. Increase for 1874 against 1873, 5,075,358 yards.

COLOURED COTTONS.—Export for the month ended 15th Nov., 1874, 612,909 yards; for the twelve months, 3,269,660 yards; for the twelve months 1873, 5,787,547 yards; for the twelve months 1872, 3,076,240 yards. Decrease for 1874 against 1873, 2,517,887 yards.

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PRINTED COTTONS.—Export for the month ended 15th Nov., 1874, 50,293 yards; for the twelve months, 709,665 yards; for the twelve months 1873, 2,703,058 yards; for the twelve months 1872, 1,785,700 yards. Decrease for 1874 against 1873, 1,993,393 yards.

COTTON YARN.—Export for the month ended 15th Nov., 1874, 1,197,230 lbs.; for the twelve months, 12,078,382 lbs.; for the twelve months 1873, 9,722,208 lbs.; for the twelve months 1872, 15,009,208 lbs. Increase for 1874 against 1873, 2,356,174 lbs.

SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 15th Nov., 1874, 5,817,107 yards; for the twelve months, 82,083,571 yards; for the twelve months 1873, 61,933,694 yards; for the twelve months 1872, 71,638,810 yards. Increase for 1874 against 1873, 20,149,877 yards.

COLOURED COTTONS.—Export for the month ended 15th Nov., 1874, 209,610 yards; for the twelve months, 4,674,982 yards; for the twelve months 1873, 4,644,546 yards; for the twelve months 1872, 5,529,094 yards. Increase for 1874 against 1873, 30,436 yards.

PRINTED COTTONS.—Export for the month ended 15th Nov., 1874, 311,062 yards; for the twelve months, 3,955,721 yards; for the twelve months 1873, 2,502,471 yards; for the twelve months 1872, 3,860,386 yards. Increase for 1874 against 1873, 1,453,250 yards.

COTTON YARN.—Export for the month ended 15th Nov., 1874, 163,900 lbs.; for the twelve months, 2,161,395 lbs.; for the twelve months 1873, 1,887,515 lbs.; for the twelve months 1872, 1,830,014 lbs. Increase for 1874 against 1873, 273,880 lbs.

BATAVIA.

PLAIN COTTONS.—Export for the month ended 15th Nov., 1874, 3,135,307 yards; for the twelve months, 34,746,192 yards; for the twelve months, 1873, 20,664,379 yards; for the twelve months, 1872, 21,067,808 yards. Increase for 1874 against 1873, 14,081,813 yards.

COLOURED COTTONS.—Export for the month ended 15th Nov., 1874, 981,027 yards; for the twelve months, 11,305,203 yards; for the twelve months 1873, 8,117,891 yards; for the twelve months 1872, 10,507,902 yards. Increase for 1874 against 1873, 3,187,312 yards.

PRINTED COTTONS.—Export for the month ended 15th Nov., 1874, 784,713 yards; for the twelve months, 7,373,064 yards; for the twelve months 1873, 6,682,533 yards; for the twelve months 1872, 12,249,348 yards. Increase for 1874 against 1873, 690,531 yards.

COTTON YARN.—Export for the month ended 15th Nov., 1874, 119,960 lbs.; for the twelve months, 872,214 lbs.; for the twelve months 1873, 631,025 lbs.; for the twelve months 1872, 389,020 lbs. Increase for 1874 against 1873, 241,189 lbs.

MANILA.

PLAIN COTTONS.—Export for the month ended 15th Nov., 1874, 1,405,355 yards; for the twelve months, 21,014,136 yards; for the twelve months 1873, 17,954,321 yards; for the twelve months 1872, 13,756,207 yards. Increase for 1874 against 1873, 3,059,815 yards.

COLOURED COTTONS.—Export for the month ended 15th Nov., 1874, 1,521,405 yards; for the twelve months, 14,919,079 yards; for the twelve months 1873, 15,681,853 yards; for the twelve months 1872, 9,200,134 yards. Decrease for 1874 against 1873, 762,774 yards.

PRINTED COTTONS.—Export for the month ended 15th Nov., 1874, 341,356 yards; for the twelve months, 4,386,778 yards; for the twelve months 1873, 2,491,638 yards; for the twelve months 1872, 512,213 yards. Increase for 1874 against 1873, 1,895,140 yards.

COTTON YARN.—Export for the month ended 15th Nov., 1874, 57,370 lbs.; for the twelve months, 986,674 lbs.; for the twelve months 1873, 720,418 lbs.; for the twelve months 1872, 537,201 lbs. Increase for 1874, against 1873, 266,256 lbs.

CEYLON.

PLAIN COTTONS.—Export for the month ended 15th Nov., 1874, 3,792,486 yards; for the twelve months, 30,292,866 yards; for the twelve months, 1873, 34,723,973 yards; for the twelve months 1872, 29,070,761 yards. Decrease for 1874 against 1873, 4,431,107 yards.

COLOURED COTTONS.—Export for the month ended 15th Nov., 1874, 255,564 yards; for the twelve months, 3,028,810 yards; for the twelve months 1873, 1,792,552 yards; for the twelve months, 1872, 1,796,950 yards. Increase for 1874 against 1873, 1,236,258 yards.

PRINTED COTTONS.—Export for the month ended 15th Nov., 1874, 348,431 yards; for the twelve months, 2,592,573 yards; for the twelve months 1873, 3,288,565 yards; for the twelve months, 1872, 4,251,784 yards. Decrease for 1874 against 1873 695,992 yards.

COTTON YARN.—Export for the month ended 15th Nov., 1874, 34,200 lbs.; for the twelve months, 406,800 lbs.; for the twelve months 1873, 254,394 lbs.; for the twelve months 1872, 261,702 lbs. Increase for 1874 against 1873, 152,406 lbs.

ARTICLES OF IMPORT.

The depression in the Produce Markets has continued, the demand for almost all leading articles being limited; transactions have been unusually small, and the tendency in prices has again been unfavourable to the importer.

TEA.

The market still continues in a very quiet state, although, owing to the smaller quantity offered at public auction, there has been rather more business by private contract. Prices on the whole show but little alteration, though there has been a rather lower range for common to fair Foochow Congous. In the public sales only 6,327 packages have been offered, the whole of which have been sold without reserve. The deliveries for the week as compared with last year are as follows:—

	1874. lbs.	1873. lbs.
Home Consumption	2,094,000	1,886,000
Coastwise	855,000	815,000
Exports	597,000	490,000
Total delivered	3,546,000	3,191,000

Congous.—Red-leaf kinds: Siftings remain in good demand at last week's prices. Broken-leaf kinds have sold rather lower, the quantity on offer being larger; common to good common have also given way ½d. to ½d. per lb., owing to the same cause. Fair Kaisow kinds show a decline of ½d. per lb. Good medium to fine have been well maintained, but sales, ex Norman Court, have been only to a limited extent, importers holding for extreme rates. Finest remain dull of sale. The sales of Pak Lin kinds have been at fully former prices. Black-leaf kinds: Common to fair show no alteration. Fair to good medium are only in moderate request; good to fine remain firm, as also finest, few of which are now in first hands. New-make kinds: Common remain as before; a few parcels of fair have sold at rather lower prices, good to fine showing no change. In Oolongs there has been no material change, but the demand is limited. Souchongs have been sold at about last week's prices.—*Scented Teas:* There has been no change in Canton Capers; about 4,300 packages are to be sold without reserve to-morrow, which will try the market. Foochow kinds remain slow of sale. Canton Orange Pekoes; new-make kinds have sold ½d. per lb. lower. Fair to good show no change. Foochow kinds; fair to good have sold at last week's prices; fine at rather lower rates.—*Green Teas:* There is no improvement to notice in the demand. Further public sales have shown increased depression for all but the finest kinds of Moyune Gunpowder, which sold at very full rates. Ping Suey kinds remain difficult of sale, even at the low range of prices established.

SILK.

The market has been extremely quiet, and the prices of some descriptions have undergone a decided reaction from the highest rates of last month. In China Silk very little business has been done, and a decline of fully 6d. per lb. has taken place in the medium and lower classes. Canton Silk is without change. Japan Silk has been difficult of sale, and prices have given way from 6d. to 1s. per lb. Deliveries, 1st to 25th inclusive:—China, 2,678 bales; Canton, 420; Japan, 420; total, 3,518 bales.

CAMPHOR.—Business continues very limited, and prices rule easier and are almost nominal; 2,500 tubs Japan and 200 cases China have been sold privately at 75s. per cwt. Of 47 cases Japan offered in public sale a few only were quitted at 80s. per cwt.

CUTCH.—The market has been quiet, but prices have ruled firm. The sales do not exceed about 500 boxes fine Pegue at 27s. to 28s., chiefly at the former price.

COCOANUT OIL.—Fine Cochin has been firmly upheld at £43 10s. to £44, and a sale of very middling quality has been made at £40, but Ceylon has again attracted most attention, and has ruled in sellers' favour, more especially for arrival, 60 tons September shipment having changed hands, pipes £38, puncheons and hogsheads at £38 10s., since when 50 tons in pipes, October-November shipment, have realised £39. The demand on the spot has also been good, and 220 tons old oil in pipes have been sold at £37 to £37 5s., with some puncheons and hogsheads at £38, also a small lot in hogsheads at £38 10s., and of 112 pipes offered by auction, 36 pipes very fine sold at £37 10s. to £37 15s. per ton.

CHINA PRESERVES.—At auction of 633 cases 63 casks Ginger 150 cases 15 casks sold at about previous rates, at 6¼d. to 8¾d. (including Chyloong brand), the remainder being withdrawn or bought in at 6d. to 7d.; 21 casks Cumquats were withdrawn.

CUBEBS.—No business done.

CARDAMOMS.—Market dull and quotations nominal.

COLOMBO ROOT.—Fine quality still in request; of 84 bags offered in auction about half was sold at 10s. per cwt. for low wormy quality.

DRAGON'S-BLOOD.—Market quiet but steady at previous quotations.

EBONY.—In auction of 46 tons (233 logs) Ceylon 19 tons of new import sold, good fair large at £13 per ton.

ESSENTIAL OILS.—*Anniseed* has been quiet, and about 20 cases have been sold at 8s. 6d. to 8s. 7½d., closing at 8s. 9d., at which about 20 cases have been sold, but closes with firmer holders, and buyers afloat at 8s. 3d. *Cassia* dull and very plentiful; small sales at 4s. 7d. to 4s. 8d. *Nutmeg* quiet; 5 cases partly sold at 8d. *Lemon Grass* firm; 10 cases retired. *Cinnamon* scarce, and fine much wanted, a single case sold at 6s. 5d. per oz. Large stock of leaf, and of 26 cases few sold at 3d. for fair. *Citronelle* has been dealt in to a considerable extent; about 300 cases have changed hands privately, chiefly at 1 11-16d., more recently at 1¾d.; 80 cases at auction retired, but subsequently quitted.

GAMBIER.—A decline of 3d. per cwt. was accepted in the earlier part of the fortnight, at which there has been rather more demand, and about 1,500 bales have changed hands at 25s. 9d. to 26s. ex warehouse and ex quay, chiefly, however, at 26s.; also 50 tons just arrived at 25s. 6d., 25 tons near at hand at 25s. 4½d. ex ship, and about 150 tons for arrival, price not reported. At auction 163 bags, 116 broken bales, and 8 tons loose free cubes were chiefly sold, 1st class at 43s. 6d. to 44s.

GALLS.—China are very scarce, and rule firm at £3 2s. 6d. per cwt.

GUMS.—*Benjamin* steady, and of 27 cases offered the bulk sold. Sumatra seconds fair, at £8 10s. to £8 17s. 6d.; Siam ordinary to middling dark block, £7 5s. to £9 15s. *Copal* is unchanged, but about 1,000 cases have changed hands at up to 24s. for fair, and holders are very firm. Of 211 cases at auction, half sold at the previous value. *Damar* firm. Of 304 cases at public sale, a part sold at 54s. to 55s. for good Singapore. *Gamboge* steady: 12 cases offered and retired.

GUTTA PERCHA.—Market dull, and no business reported.

GALANGAL ROOT.—Market firm; of 144 bales and mats offered, about one-half was sold at 24s. 6d. to 25s. per cwt. for rather lean to fair quality.

HEMP.—Only a moderate inquiry has prevailed for Manila, and the sales on the spot do not exceed 1,000 bales, mixed, below fair to fair at £31 10s. to £33, fine at £38 5s. to £38 10s.; for January to March delivery there are sellers at £32 basis fair current. In auction, of 133 bales offered, 90 bales good roping sold at £35 to £35 15s.

INDIA-RUBBER has been in small supply, and the market has been steady, notwithstanding that business has been quiet; 19 cases Borneo sold without reserve at 10½d. to 1s. 2d. per lb.

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JAPAN WAX has been more firmly held, and there is consequently less offering; of 266 cases at auction, over one-third sold at 56s. per cwt. for fine large hard saucers; fair at 52s. to 53s.

MUSK.—The market has been firm; public sales have embraced 57 caddies and tins Tonquin all sold, good selected well shaped pods at 43s. to 44s. 6d.; rough and bally, middling to good, 17s. to 22s. 6d.; wet pickings 22s. to 28s. Of 10 tins Grain offered three only sold at 47s. 6d. for good.

STRAW PLAIT.—Of 261 bales China offered about one-half sold, extra fine white at £54, fine £31, very good £23 to £27 5s., "O" quality £22 15s., No. 4 to No. 2 at £10 5s. to £16 15s.

SHELLS.—*Mother o' Pearl:* With the exception of about 20 cases Manila sold at £11 15s., nothing of consequence has been done since the public sales of 6th instant. Macassar are scarce and wanted. *Tortoise:* No business done; value nominally unchanged.

SOY.—Market firm; 10 casks China have been sold at 1s. 6d. per gallon.

STICKLAC.—The market for Siam continues quiet but is steadier, the downward tendency having been arrested; 150 cases fine quality have been quitted privately at £5 10s. per cwt.

SAPANWOOD continues scarce and in request; at auction of 22 tons offered five tons from Singapore (Gambier damaged) sold at £11 per ton.

TIN has been in better consumptive demand, but this has not proved sufficient to warrant an advance in prices. Yesterday the bi-monthly sale of the Dutch Trading Company took place, when 20,100 slabs Banca realised 57¾ to 58¾ florins, average 58.40, parity of £102 per ton, laid down here. Since the announcement of this result the market is stiffer, and a fair quantity of Straits has changed hands at £93 for arrival. Closing quotations are as follows:—Straits on the spot £93 10s. to £94, afloat £93; Banca £102; Billiton £95 per ton, showing an advance of about 20s. per ton for Straits and Banca.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Nov 19	Saga	Bae	Bassein	Plymouth
	Antonio	Elise	Rangoon	Falmouth
18	Truth	Evans	Samarang	Liverpool
20	Kermaria	Burlin	Rangoon	Falmouth
20	Tarquin	Decker	Do.	Do.
20	J.V.L.N. (Fr. barq.)	—	Do.	Lizard
16	Christophr. Columbus	Wesenburg	Akyab	Flensburg
19	Nancy	Seyffert	Batavia	Texel
19	Golden Wave	Pollard	Akyab	Do.
18	Vicenta	Villabosa	Manila	Cadiz
23	Colombo (s.)	Bainbridge	Colombo, &c.	London
22	Whitehall	Rattan	Ilo Ilo	Falmouth
24	Sea Star	Brotherton	Singapore	London
23	Wm. Leavitt	Williams	Rangoon	Queenstown
21	Kosmopoliet III.	Dienshe	Batavia	Zierikzee
	Island Belle	Camm	Do.	Plymouth
24	Sumatra	Edwards	Bassein	Falmouth
24	Thor	Broman	Singapore	Do.
24	Blanche	Bamborough	Batavia	Do.
24	Rutland	Jamieson	Rangoon	Do.
24	Lavagna	Piccaluga	Bassein	Do.
	Moss Rose	McFie	Rangoon	Queenstown
	Cora Elisa	Ferrao	Do.	Do.
25	Ascalon	Cain	Foochow	London
24	Warrior	Beasley	Rangoon	Holyhead
24	Triton	Oostrun	Do.	Liverpool
25	Plantagenet	Stapledon	Bassein	Do.
29	Tescato	Roberts	Akyab	Bremerhaven
11	Garibaldi	Noyes	Hong Kong	Portland, O.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Nov 17	Terentia	Bevan	Singapore	Glasgow
17	Zodiac	—	Anjer	Sunderland
20	Fleurs Castle (s.)	Dickie	Singapore and China	London
	State of Virginia (s.)	Moodie	Do. via London	Glasgow
	Hibernia	Bedden	China	Do.
21	Villa Franca	—	Hng. Kng. via Cardiff	Liverpool
7	Titan	Berry	Shanghai	New York
7	Armenia	Salter	Hiogo	Do.
22	Tage	Mestayer	Galle	Cardiff
22	Samarang	Davidson	Do.	Do.
22	Moonlight	Waterhouse	Batavia	Do.
22	Nimrod	Lyle	Singapore	Do.
21	Annie W. Weston	—	Galle	Liverpool
21	Cotherstone	Laurensen	Singapore	Sunderland
20	Goodall	Crockett	Batavia	Texel
21	Princess Amalia (s.)	Fabritius	Do.	Do.
Nov 24	Duke of Lancaster (s.)	Barrie	Colombo, &c.	London
24	Walton	Shields	Japan	Do.
23	Anna	Davidson	Hong Kong	Swansea
22	Onrust	Hoffman	Batavia	Sunderland
	Ariadne	—	River Amoor	St. Petersburg
25	Annie Braginton	Smith	Yokohama	London
23	Societe	Berwenato	Singapore	Cardiff
24	Stefano G.	Casta	Do.	Do.
24	Charity	Taylor	Anjer	Do.
23	N. Pendleton	Pendleton	Galle	Penarth
24	Bessie North	Richman	Yokohama	Swansea
25	Priam (s.)	Scale	Singapore and China	Liverpool
25	Success	Gent	Shanghai	Do.

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Yokohama, and Hiogo: Abbotsford. For Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Scotland, Pardo. For Singapore, Hong Kong, Yokohama, and Hiogo: Wm. Batters. For Singapore, Hong Kong, Yokohama, Hiogo, and Nagasaki: Min. For Penang, Singapore, Hong Kong, and Shanghai: Ben Ledi, Bengal. For Singapore, Hong Kong, and Shanghai: Glamis Castle, State of Virginia. For Colombo, &c.: Colombo, St. Lawrence. For Galle, &c.: Elgin.

SAILING VESSELS.—For Yokohama and Hiogo: Satsuma. For Vladewostock and Nocolajefsk: Rowena. For Nicolajefsk: Genetiv. For Shanghai: Scindia, Sir Lancelot. For Hong Kong: Rollo. For Chefoo, Tientsing, and Newchwang: Ousuri. For Penang: Glenisla, Zehlino. For Singapore: Kingdom of Saxony, Edeline. For Colombo: Lucknow, Queensbury.

At LIVERPOOL.—For Yokohama and Hiogo: Spirit of the Age. For Penang, Singapore, Hong Kong, and Shanghai: Hector (str.), Patroclus (str.), Diomed (str.). For Singapore: Johan Lang. For Batavia and Sourabaya: Questembert. For Manila (via Cardiff): Glee Maiden.

At GLASGOW.—For Batavia and Sourabaya: W. M'Kinnon (str.). For Manila: Antela.

At GREENOCK.—For Java: Staadsraad Van Ewyck. For Galle: Mary Fry.

SPOKEN.

L. C. Q. W. (Eng. barque), to Japan, Oct. 22, 10 N., 26 W.
P. Q. M. J. (Dut. ship), Amsterdam to Java, Oct. 17, 8 N., 25 W.
PIEVE SUPERIORE, Singapore to London, Sept. 25, off Cape Agulhas.
JOHANNA (Ger. ship), Manila to New York, Sept. 30, 22 S., 3 E.
PAPA, Hamburg to Hong Kong, Nov. 16, 29 miles N.W. of Bockum.
AMITY, Sunderland to Singapore, Oct. 10, 12 N., 25 W.
PRESIDENNT VAN RYCKEVORSEL, Amtdm. to Samrg, Oct. 11, 8 N., 25 W.
FAITH, Hong Kong to London, Oct. 21, 34 S., 22 E.
CLEVELAND (Ger.), Hamburgh to Hong Kong, Oct. 18, 5 N., 24 W.
GENEVA, Samarang to Liverpool, Oct. 26, 20 N., 32 W.
P.B.Q.L., Ghent to Singapore, Nov. 3, 2 S., 33 W.
W.Q.S.Q., London to Japan, Sept. 21., on the line, 29 W.
W.Q.S.T. (Penrith), London to Japan, Sept. 21, 19 W., on the line.
NORHAM CASTLE, Shanghai to London, Sept. 25.
G.F. HEMDEL, Cardiff to Singapore, Oct. 15, 7 N., 23 W.
GERARDINA WILHELMINA, Amsterdam to Macassar, Oct. 2, 5 N., 24 W.

FREIGHTS AND CHARTERS.

Berth rates of freight to the Eastern ports are without any material alteration since our last report, and rates rule as quoted below. Coal freights to Hong Kong are somewhat higher.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. weight, 60s. meast. To Hiogo: 65s. weight or meast. To Nagasaki: 65s. weight, 70s. meast. To Shanghai: 60s. weight, 40s. meast. To Hong Kong: 55s. weight, 40s. meast. To Singapore: 55s. weight, 40s. meast. To Penang: 60s. weight, 40s. meast. To Colombo: 35s. weight or meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 35s. meast. To Hiogo: 45s. weight, 40s. meast. To Shanghai: 40s. weight, 25s. meast. To Chefoo, Tientsin, or Newchwang: 50s. weight, 45s. meast. To Hong Kong: 35s. weight, 25s. meast. To Singapore: 25s. weight or meast. To Colombo: 25s. weight or meast. To Penang: 30s. weight or meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Singapore: £25. To Penang: £25, f.c. To Batavia and Sourabaya: £28. To Galle: £23.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. to 38s. To Hong Kong: 32s. To Shanghai: 35s. To Singapore: 24s. To Colombo: 23s. To Galle: 22s. To Manila: 25s. to 26s.

From Birkenhead, per ton.—To Hong Kong: 22s. To Shanghai: 27s. 6d. To Singapore: 18s.

CASUALTIES.

The Dharwar, Freebody, which arrived at San Francisco Nov. 1, from Zebu, reports that on the 3rd and 4th Sept., in lat. 18 N., lon. 12 E., she encountered a heavy typhoon, when she lost sails, steering gear, binnacle, &c.

The Island Belle, Camm, arrived at Plymouth from Batavia, reports that on Sept. 12, in lat. 36 S., lon. 29 E., she experienced heavy gales from N.E. with tremendous seas, one of which broke the boats to pieces, carried away bulwarks, and stove in main hatches.

MISCELLANEOUS.

At PORT SAID.—Nov. 22, Glenroy (str.), from London, to Singapore, China, &c.; 24, Navarino (str.), from London, to Colombo, &c.; Cassandra (str.), from Hamburg, to Shanghai.

At SUEZ.—Nov. 22, Galley of Lorne (str.), from China, &c. to New York; United Service (str.), from China, &c., to London.

At TABLE BAY.—Dahlkarlsa, Merlin, and sailed, Oct. 18, for Batavia.

THE "Nederland" Company's steamship Prinses Amalia, Captain Fabritius, sailed from Southampton on the 24th inst., for Batavia, &c., with a full cargo, 140 cabin passengers, 280 troops, and the Dutch mails and specie.

THE Amboyna, a screw steamship of 700 tons, with engines of 155-horse power, has cleared out from Port Glasgow for Batavia and Sourabaya. This steamer has just been built by Messrs. Blackwood and Gordon for the Netherlands-India Steam Navigation Company, and is intended for their line to Java, *vid* the Suez Canal.

THE steamer Lotus, Captain Castle, while off Sukatra Island, lost two blades of her propeller; expected to make the voyage with the other two. Twelve hours, however, after leaving Port Said they also broke short off; the vessel then proceeded under canvass to Malta, and was put on the pontoon, when the broken propeller was replaced by a spare one on board, causing a detention of seven days. Left Malta on the 10th inst., and in consequence of tubes leaking had to call in at Gibraltar, causing a further detention of twenty-four hours.

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VIOLET, PARIS.

VIOLET, PARIS.

VIOLET'S

SPECIALLY RECOMMENDED AND PATENTED

PERFUMERY,

PARIS, 225, RUE ST. DENIS (FORMERLY 317).

NOTICE.

VIOLET'S Toilet Soaps are the only Soaps which, neutralised by carbonic acid, do not contain caustic alkali in the free state, and which are, consequently, inoffensive to the skin; they are detergent, oily, softening, and are perfectly suited for the sanitary purposes of the toilet, for shaving, and for the bath.

ROYAL SOAP OF THRIDACE.

The only Soap recommended by medical celebrities for hygienic purposes and he beauty of the skin.

The creamy froth constitutes a nutritive lotion, which preserves the brightness, he freshness, and the suppleness of the skin, and increases its whiteness.

VELOUTINE SOAP.

new composition of Glycerine and Bismuth.

EMAILLINE,

A NEW PASTE DENTIFRICE.

This composition preserves the enamel of the teeth, increases their whiteness, and exercises a hygienic action on the gums, which are kept in a firm, fresh, and rosy condition.

BALM OF VIOLETS.

A nutritive melting Pomade, for preserving and improving the hair.

VIOLET TOILET WATER.

For softening, strengthening, and refreshing the skin.

FROTHY COLD CREAM.

(THE SECRET OF BEAUTY.)

For refreshing the tissues of the skin.

OIL A LA DUCHESSE.

For preserving and giving brightness and softness to the skin.

ACIDULATE OF VIOLETS.

A liquid compound of refreshing flowers.

GLYCEROLE AUX ROSES DE PROVINS.

A hygienic lotion, strengthening and refreshing, for the special use of the ladies' toilet.

POWDER OF THE FLOWERS OF CASHMERE.

INVISIBLE AND ADHERENT

For giving whiteness velvety softness, and freshness to the skin.

CREAM OF BEAUTY.

(The basis being Glycerine and Bismuth.)

Freshness, velvety softness, and youthful brightness of complexion.

This extremely delicate preparation, in which the plastic properties of bismuth are associated with the hygienic virtues of glycerine, contains, but in a still greater degree, all the essential elements of the Crême Pompadour. This composition is the most efficacious for making wrinkles disappear, and for preserving and restoring to the complexion the natural freshness of youth.

CREME POMPADOUR.

For preventing wrinkles and refreshing the face.

SERKIS DES HAREMS.

Prepared according to the Oriental formula.

TRIPLE EXTRACTS OF SCENTS.

Concentrated Perfumes for the Handkerchief.

Ess. de Bouquet—Brise de Violettes—Jockey Club—Fleurs de France—Brise de Mai.

WATER AND POWDER DENTIFRICES.

Cleanse the mouth and preserve the enamel.

PASTILLE AMBROSIAQUES.

Au Mastic de Chio.

For imparting freshness and sweetness to the breath.

GLYCERINES PARFUMEES.

Indispensable for preserving the health, beauty, and freshness of the sk

SACHETS AND SULTANES.

For linen and handkerchiefs. Oriental perfumes for apartments.

BOX OF YOUTH.

A mysterious Chest, enclosing secret talismans for beauty.

COLD CREAM OF THE FLOWERS OF CASHMERE.

A softening preparation for the complexion.

TRIPLE WATERS OF COLOGNE.

Very concentrated.

For the Toilet and the Handkerchief.

Ambrée—Musquée—Etherée.

EAU LAJEUNE,

For dyeing (without any discolouration of the skin) the hair, the beard, the eyelashes, and eyebrows, a flaxen, brown, chestnut, or black colour

CHIEF DEPOT:—MAISON VIOLET.

Depots in all the Cities of the World. In order to avoid counterfeits, require to see the Mark of the Manufacturer.

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COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.

HEAD OFFICE—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street, E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.

Threadneedle-street, London, 1874.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.

Reserve Fund, $775,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

ST. JOHN'S COLLEGE

CLIFF PARADE, SOUTHEND.

Patron—The LORD BISHOP OF ROCHESTER.

Head Master—Mr. J. R. HEMMANN.

THE course of studies is comprehensive and suited to modern requirements. The premises are well arranged, and healthily situated facing the sea. Distance from London, one-and-a-half hours by rail. Terms, 45 to 50 guineas. Pupils staying during holidays are charged 1 guinea per week extra.

References permitted to Parents of pupils, the Clergy and to F. J. ANGIER, Esq., at the office of this paper.

Diploma of Merit, Vienna Exhibition, 1873.

YORKSHIRE RELISH

THE most delicious SAUCE in the world to CHOPS, STEAKS, FISH, &c. Sold by all Grocers and Oilmen in bottles 6d., 1s., and 2s. each. Trade mark—Willow-pattern plate.

PROPRIETORS:—
GOODALL, BACKHOUSE, & CO., LEEDS.

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GOODALL'S BAKING POWDER.

THE BEST IN THE WORLD.—Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter, or Lard. Bread made with this Powder is much easier to digest, and much more wholesome than that raised with yeast, and a larger quantity is obtained from the same weight of flour. One trial will convince the most sceptical of its superiority over others. Sold by Grocers, Chemists, and Oilmen in 1d. packets; 6d., 1s., 1s. 6d., and 2s. Tins. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

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GOODALL'S QUININE WINE.

THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s., 1s. 1½d., 2s., and 2s. 3d. each. Prepared by GOODALL, BACKHOUSE & CO., LEEDS.

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In his work on the Sources of the Nile, says:—

"I ordered my dragoman Mahomet to inform the "Faky that I was a doctor, and that I had the best "medicines at the service of the sick, with advice "gratis. In a short time I had many applicants, to "whom I served out a quantity of Holloway's Pills. "These are most useful to an explorer, as, possessing "unmistakable purgative properties, they create an "undeniable effect upon the patient, which satisfies "him of their value."

This fine Medicine cures all disorders of the Liver, Stomach, Kidneys and Bowels, is a Great PURIFIER of the BLOOD, and wonderfully efficacious in all ailments incidental to Females—young or aged.

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12, RUE CASTIGLIONE, 12.

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THE MANAGER,

CHINA AND JAPAN AGENCY,

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OVERLAND ROUTE and SUEZ CANAL.—Under contract for conveyance of H.M.'s Mails.—The PENINSULAR AND ORIENTAL COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, for Gibraltar, Malta, Port Said, Suez, Aden, and Bombay.

Every second Thursday for Ceylon, Madras, Calcutta, Straits, China, and Japan.

Corresponding steamers are despatched from Venice every Friday, and from Brindisi every Monday, to Alexandria, with the Overland portion of the mails and passengers.

For full particulars apply at the Company's Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
*Mirzapore	3,763	600	Dec. 3	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Lombardy	2,723	450	Dec. 10	Mediterranean, Aden, Bombay.
*Mongolia	2,833	530	Dec. 17	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Avoca ...	1,481	250	Dec. 24	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Tigre	Dec. 6	For Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Amazone ...	Dec. 20	
1875.		
Ava	Jan. 3	
Irawaddy ...	Jan. 17	
Hoogly ...	Jan. 31	

The Steamers of the 20th Dec. and 17th Jan. connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 6th Dec., 3rd Jan., and 31st Jan. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

Steam via the Suez Canal. Last shipping day, 15th December.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, the well-known Clyde-built screw steam ship BENGAL, 2,036 tons gross register, 1,303 tons register, 275-h.p. nominal, 1,375-h.p. effective; Victoria Docks. This fine steamer, built by Messrs. Tod and McGregor, of Glasgow, and owned by the London, China, and New York Steamship Company (Limited), is noted for her great speed. Last outward passage, Gravesend to Penang, thirty-three days, including all stoppages.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

Steam via the Suez Canal. Last shipping day, 12th December.

FOR SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, the fine full-powered Clyde built screw steam ship SWATOW, 90 A1 (late "William Batters"), 829 tons register, 550-h.p. effective; owned by Messrs. John Swire and Sons, of London: Victoria Docks. This fine steamer, only one year old, and built by Messrs. Scott and Co., of Greenock, is expected to make a very rapid voyage.

For Freight or Passage, apply to Messrs. JOHN SWIRE and SONS, 19, Billiter-street; or to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

Steam via the Suez Canal. Last shipping day, 19th December, 1874.

DIRECT FOR BATAVIA, SAMARANG, and SOURABAYA, taking goods at through rates for all Java ports, the Netherlands India Company's new mail steamship SINDORO, 100 A1, 1,135 tons register, 200-horse power nominal, 1,000-horse power effective; Victoria Docks. This powerful steamer, built by Messrs. Caird and Co., of Greenock, is the latest addition to the fleet of the Netherlands India Steam Navigation Company, and will steamtwelve knots per hour.

For Freight or Passage apply to Messrs. GRAY, DAWES, and Co., 13, Austin Friars, E.C.; or to GELLATLY, HANKEY, SEWELL, and Co., Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

Steam via the Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates at shippers' risk; last shipping day, 2nd Dec.; the favourite Clyde-built full-powered screw steamer BENLEDI, 100 A1, 1,557 tons gross, 1,000 tons nett, 160-horse power nominal; J. W. BUCHANAN, Commander; South West India Docks. This fine steamer is well and favourably known in the China trade, and has splendid accommodation for saloon passengers.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

FOR CHINA AND JAPAN.—The following splendid first-class STEAMERS and SAILING VESSELS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last shipping day.
Pen., Sing., Hg. Kg., & Shanghai...	Benledi ...	100 A1	S.W.I.D.	Dec. 2
	HongKong	—	S.W.I.D.	Jan. 5
Chefoo, Tientsin, & Newchwng	Ousuri ...	8 yr. A1	E.I.D.	Wit-des.

For Freight, &c., apply to NORRIS and JOYNER, 126, Bishopsgate street Within, London, E.C. (corner of Cornhill).

CASTLE LINE of STEAM PACKETS from LONDON.—Last shipping day, 10th Dec.—For SINGAPORE, HONG KONG, and SHANGHAI, the magnificent new Clyde-built steamship GLAMIS CASTLE, 2,380 tons, 100 A1, 300-horse power nominal; W. HOLMS, Commander, will load in the South-West India Dock. The attention of shippers and passengers is directed to this splendid steamer. She has excellent accommodation for a limited number of cabin passengers.

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CHINA.

THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Rollo	A1 13 yr.	W.I.D.	With des.
Hong Kong	Min.....	A1 13 yr.	E.I.D.	To follow
Shanghai ...	Sir Lancelot	A1 16 yr.	E.I.D.	To follow

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

GLEN LINE OF STEAM PACKETS.—For SINGAPORE, HONG KONG, SHANGHAI, taking goods at through rates to Java and Japan Ports, the magnificent full-powered British owned s.s. STATE OF VIRGINIA, 100 A1, 2,473 tons register, 400-h.p. nominal, Captain MUDIE. This superior ship is handsomely fitted, and furnished with all requisites for both first and second-class passengers, and presents an unusually favourable opportunity to such desiring every comfort and speed.

This boat was built and engined by the same builders as the "Glens," and is equal to them in all respects, but having larger passenger accommodation and increased speed, and will be despatched on the 5th Dec.

Apply to McGREGOR, GOW, and Co., 1, East India-avenue, E.C.

N.B. Is now loading at Glasgow, where she will take such cargo as may offer for a few days, and thereafter proceed to her berth in the South West India Docks.

SHAW, MAXTON, and CO. will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Shanghai ...	Scindia ...	*AA1	894	S.W.I.	With des
Hong Kong	GoldnSpur	A1 14 yr.	657	S.W.I.	With des
Hong Kong	Melbrek ...	A1 15 yr.	870	S.W.I.	To follow

For Freight apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

SHANGHAI DIRECT.—The favourite China clipper FORWARD HO! A1, 17 years.

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FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail.
Benledi, s.s.	1,557	Norris & Joyner...	Dec. 5
State of Virginia, s.s.	2,473	M'Gregor, Gow, & Co.	Dec. 5
Edeline	499	Wright Bros. & Co.	Dec. 20
Pardo, s.s.	1,194	Mors le Blanch ...	Dec. 5
Glenartney, s.s. ...	2,115	Mc'Gregor, Gow, & Co.	Dec. —
Hong Kong, s.s. ...	1,221	Norris & Joyner...	Jan. 5
Glamis Castle, s.s. ...	2,380	Thos. Skinner & Co.	Dec. 20
LIVERPOOL.			
Hector, s.s.... ...	1,522	Alfred Holt ...	Dec. 9
GLASGOW.			
Singapore, s.s. ...	1,700	T. Skinner & Co.	Dec. 10
Bowen, s.s.	1,700	„ „	Jan. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

SHORT SEA ROUTE to AUSTRALIA, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited) under Postal Contract with the Queensland Government, leaving every four weeks.

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A steamer calls at Southampton for goods and passengers once a month.

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P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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OFFICE, 2, COWPER'S-COURT, CORNHILL
(Over the Jerusalem).

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Nov. 30, 1874.

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VIA BRINDISI.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 588.] LONDON, MONDAY, DEC. 7, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Dec. 7.
JAPAN—Yokohama	Aug. 28	Oct. 14	Oct. 20
Yedo			
Osaka and Hiogo	„ 7	„ 4	„ 13
Hakodadi			
Nagasaki	—	—	„ 17
CHINA—Peking	—	—	„ 12
Tien-tsin	—	—	„ 17
Chefoo	—	—	„ 16
New-chwang	—	—	„ 14
Hankow	„ 28	„ 16	„ 17
Kiu-kiang	—	—	„ 14
Chin-kiang	—	—	„ 11
Shanghai	Sept. 4	„ 16	„ 23
Ningpo	—	—	„ 21
Foochow	„ 4	„ 18	„ 25
Formosa	—	—	„ 20
Amoy	—	—	„ 26
Swatow	—	—	„ 27
Hong Kong	„ 18	„ 26	„ 29
Canton	—	—	„ 27
Macao	—	—	„ 28
PHILIPPINES—Manila	Aug. 28	„ 6	„ 16
COCHIN-CHINA—Saigon	—	—	„ 26
SIAM — Bangkok	Sept. 11	„ 21	„ 30
BORNEO—Labuan	—	—	„ 29
Sarawak	—	—	„ 26
JAVA — Batavia	„ 18	„ 22	„ 30
Samarang	—	—	„ 24
Sourabaya	-	—	„ 26
MALACCA STRAITS—Singapore	Oct. 2	Nov. 1	Nov. 5
Penang	„ 2	Oct. 30	„ 7
CEYLON—Galle	„ 16	Nov. 7	„ 14
Colombo	—	—	„ 12

THE MAILS, &c.

The P. and O. mail, bringing the above advices, was delivered, *via* Brindisi, this morning, its due date. The next inward (French) mail, with advices Yokohama 27th, Shanghai 30th Oct., Hong Kong 5th, Singapore 13th Nov., which is due, *via* Marseilles, on Monday next, the 14th inst., left Suez on the 1st inst., three days in advance of its due date, and may be expected on Friday or Saturday.

List of Passengers.

PASSENGERS INWARD.

Per P. and O. steamer *Sumatra* to Brindisi, arrived Dec. 3.—From Penang, Mr. W Scott. To Venice, from Shanghai: Mr. A. L. Carmichael, Mr. W. Schmidt, Mr. J. G Marshall. From Singapore: Mr. H. M. Mills.

To Southampton, per P. and O. steamer *Zambesi*, expected Dec. 13.—From Yokohama: Mr. A. Allen, Mr. E. Bernard, Mr. A. Turner, Mr. S. Stone. From Shanghai: Mr. J. P. Cullen, Mr. C. Gardiner. From Hong Kong: Mr. A. J. Smith. From Singapore: Miss Haynes, Mr. O'Niell, son, and daughter. From Penang: Mrs. G. S. Scott and child, Mr. E. P. Shute, Mr. A. Stewart, Mr. A. Paterson, Mr. J. Bird. From Ceylon: Mr. C. Walker, Mrs. Davidson and child, Mrs. Good and two children.

PASSENGERS OUTWARD.

Per French steamer *Tigre*, Dec. 6.—To Yokohama: Mr. B. De Mares. To Galle: Mr. and Miss Sabonadiere, Mr. and Miss Layard, Mr. and Mrs. Somes, Mr. Reeves, Mr. E. Delaunay. To Shanghai: Mr. B. Christiensson, Mr. C. Burnet, Mrs. Simpson. To Singapore: Mr. Murray, Col. Mantilla, Mr. Brussel. To Saigon: Mr. Bossant, Mr. Decanis. To Hong Kong: Mr. Beazley.

Per French steamer *Amazone*, Dec. 20.—To Yokohama: Mr. Sameshima, Mr. Z. Ono, Mr. Pateman, Mr. S. Okumura, Mr. Kawakami, Mr. T. Nagasawa. To Shanghai: Mr. W. Pearson, Mr. L. Lefebre. To Singapore: Mr. and Mrs. Sackermann. To Hong Kong: Mr. and Mrs. Boissement. To Galle: Mr. M. Beaulieu, Mr. and Mrs. Bonnifieu, Mr. and Mrs. Pompont, Mr. Prietzbuer. To Batavia: Mr. A. Gerard. To Saigon: Mr. Conneau, Mr. Gellé.

Per French steamer *Ava*, Jan. 8.—To Hong Kong: Mrs. Bell, Mr. Guillemin. To Shanghai: Mrs. C. King.

Per French steamer *Hoogly*, Jan. 31.—To Shanghai: Mr. Esmonet. To Singapore Mr. Fercot, Mr. Jeanjot. To Saigon: Mr. Humbert, Mr. Hamon, Mr. Faure.

Per P. and O. steamer *Mirzapore*, from Southampton, Dec. 3.—To Yokohama: Mr. Flourr. To Shanghai: Mr. G. Rose, Mr. E. G. Rose. To Hong Kong: Mrs. Wardlaw Mr. and Mrs. G. Ewing. To Singapore: Mr. H. Taylor. To Ceylon: Mr. H. D' Paterson.

Per P. and O. steamer *Sumatra*, from Venice, Dec. 11.—To Hong Kong: Rev. Raimondi and friend. To Ceylon: Mr. G. H. Withers, Mr. J. V. Bell, Mr. J. H. Owen, Mr. J. Sinclair.

Per P. and O. steamer *Sumatra*, from Brindisi, Dec. 14.—To Hong Kong: Three Sisters of Charity. To Ceylon: Mr. D. S. Cargill.

Per P. and O. steamer *Mongolia*, from Southampton, Dec. 17.—To Singapore: Miss Cook. To Ceylon: Mr. Acklow, Mr. J. P. Rose.

Per P. and O. steamer *Malta*, from Venice, Dec. 25.—To Galle: Mr. J. A. Maconockie.

Per P. and O steamer *Malta*, from Brindisi, Dec. 28.—To Hong Kong: Mr. C Braun. To Ceylon: Mr. G. Russell, Mr. M. Drysdale.

Summary of News from the Far East.

CHINA.

PEKING AND TIENTSIN.

The Tientsin correspondent of the *North China Herald* writes as follows:—

We are still without news from Peking as to the progress of the negotiations in the Formosa difficulty. Supposing any result to have been arrived at, which it is generally believed there has, it seems strange that if it be satisfactory to one of the parties, the public should not have been made acquainted with it. I infer from the cautious silence maintained that the officials of either country do not care to plume themselves upon the results of their diplomacy.

Li Hung-chang, the Governor-General of Chihli, left his yamun on the 11th Oct. in an unusually private manner for an official of his high station, for the Peitang forts, proceeding there by the town of Luhtae, which lies forty-seven miles north-east from Tientsin, on the Peitang river, and about twenty miles from the forts. The Chinese gunboat *Chin Hae* left her anchorage here on the 5th Oct., and it was supposed she had gone to these forts with ammunition. The Emperor is at present absent from his capital on a sporting trip, but will no doubt be interested in hearing this on his return from the southern hunting grounds, on the 16thOct.

On the 12th Oct. a meeting of the landrenters of this Settlement took at the British Consulate,—in accordance with a circular issued by Mr. Mongan, Her Majesty's Consul, some days previous—for the purpose of passing the accounts of the Council for the last eighteen months; of passing the estimates for the next six months and of electing a new Council. After the accounts and estimates had been passed, the landrenters proceeded to the business of electing a new Council. One of the Landrenters said, unavoidable causes having made it necessary to postpone the usual annual landrenters' meeting till six months of the present financial year had already passed, thus leaving only some five months more for a new Council to hold office, the question arose, should one be elected? He was of the opinion that the best course to pursue was to decide that the present acting Council should continue to hold office during the remainder of the term. This opinion having been favourably received by the other land-renters, a resolution was passed that the present Council continue to hold office till the next annual meeting, in April, 1875. The business of the meeting having been thus concluded, a vote of thanks was passed to the chairman, Consul Mongan, for the able manner in which he had presided over it.

After the meeting of landrenters was over, a meeting of the race committee took place. They met to decide upon proposals laid before them in respect to certain events at the approaching Autumn races, and upon certain details consequent thereon, all of which were satisfactorily arranged. There is every prospect of large fields, and, on all the three days, splendid races. As

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there are six racing stables, besides some three or four owners who are training single ponies, and as the course is an excellent one, we calculate upon having considerable competition and good sport.

A decree in the *Peking Gazette* of Sept. 28th orders the unfortunate Li Kwang-chao, whose "log-rolling" enterprise in connection with the rebuilding of the Summer Palace has recently been noticed, to be decapitated, after a term of imprisonment.

The death of his mother compels the Governor of Kiangsu (Chang, Futai) to go into retirement. We have not heard that his successor has been appointed.

SHANGHAI.

The present mail brings advices from this port to the 23rd Oct.; the P. and O. mail from London Sept. 4 was received on the 16th Oct. The following summary of news is from the *North China Herald*:—

A committee meeting of the Chinese Polytechnic Institution and Reading-room has been held. The favourable reception and liberal support the scheme has met with in China is being emulated at home. From that quarter chiefly contributions suited to the polytechnic character of the institution are expected, and the committee have resolved to take premises at once for their reception, and for carrying out generally the objects they have in view.

The ninth half-yearly meeting of the China and Japan Marine Insurance Company has been held at the offices, in the Nankin-road, Mr. R. W. Little in the chair. The attendance of members was large, 1,373 shares being represented. The Directors' report was very brief, its principal feature being the intimation that, owing to severe losses during the past six months, it was impossible to recommend a dividend. The balance sheet, made up to the 30th of June last, showed a balance in hand at that date of Tls. 51,663.70 beyond the paid-up capital and the reserve fund. The meeting adopted the report and statement of accounts with very little comment. The election of Mr. H. Sutherland on the Board of Directors was confirmed; and a resolution by Mr. Macgregor, seconded by Mr. Carmichael, was passed, asking the directors to take steps to obtain the sanction of the shareholders to a reduction of the capital. This was done, with a view to give a less total to provide for dividend, and was agreed to, after what amounted to a protest from Mr. Wainewright, the legal adviser of the company. The Chairman, in reply to a question by Mr. Groom, said the question of opening a branch office in London had been before the directors, but nothing had as yet been decided. This concluded the business.

The ordinary half-yearly meeting of the North-China Insurance Company has been held at the offices, Keangse-road, E. H. Lavers, Esq., in the chair. Twenty-seven directors and shareholders were present, representing 346 shares. The report and statement of accounts were very favourable. According to the deed of settlement, a dividend could not now be declared, but it is believed that at the close of the year's business a dividend equal to those of former years will be paid. The applications for shares in the new company are far in excess of requirements.

A meeting of the performing members of the Philharmonic Society has been held, to pass the accounts for the year, and to elect a new committee, the old one having resigned. The financial condition of the society is not very flourishing, we regret to learn, there being a deficit of Tls. 400, caused in the first instance by the purchase of the new piano, for which Tls. 500 were paid. Had last season been financially as successful as the previous year, the greater part of the debt would have been cleared off by this; but unfortunately there was a great falling-off in the number of subscribers, and the receipts only sufficed for current expenses. It was settled that the committee should endeavour to carry on the society as heretofore, and with that object they are at once to take steps to ascertain the amount of support which the undertaking is likely to meet with this winter. Should the result be unfavourable it will be necessary to wind up the society for the present, and sell the piano to pay the existing debt, for which the members of the retiring committee have made themselves personally responsible. The meeting, which was very thinly attended, terminated by a vote of thanks to the members of the late committee—Messrs. Tate, Schmidt, and Brandt. We sincerely trust the public will not let a valuable institution like the Philharmonic Society die for the want of support.

At a meeting of officers of the S.V.C., the Autumn Rifle Meeting was fixed for the 13th, 14th, and 16th Nov., being about three weeks later than the usual time, so as to take it out of the way of the races and regatta. It was resolved that the programme should be restricted to competitions open to the whole Volunteer force; any company prizes will therefore have to be arranged for by each company, to be shot for on days other than those appointed for the meeting. It was decided that third prizes should be abolished, and the value of second prizes greatly increased. The competitions are—on 13th November, the National Rifle Association Medal, at 200, 500, and 600 yards; and the Municipal Challenge Cup, at 400, 500, and 600. November 14th the Officers' Cup, at 200 and 500; the Ladies' Purse, at 700 and 800; and the Consolation, at 200 and 500. On the 16th, the Companies' match, for teams consisting of the five men of each company who have shot best in the open competitions, ranges 200, 500, and 600 yards. The Champion Gold Cross of the meeting is given to the volunteer who makes the highest total in any competition, except that for the Consolation. A round sum of $5 has been fixed as entrance fees for the meeting, and each company taking part in the companies' match pays an entrance of $25. With the exception of some slight alterations in detail, the conditions of the meeting will, we believe, be the same as before.

At the meeting of the C. C. S. N. Company the report and accounts to 30th June were passed, the directors re-elected, and Messrs. C. Rivington and Gipperich appointed auditors. The accounts show a net profit on working of Tls. 17,629.08, out of which a dividend for the half year at the rate of 10 per cent. per annum has been paid, leaving Tls. 1,379.08 to be carried forward.

The *Glengyle* has arrived from Swatow, whither she proceeded after landing the troops from Chinkiang at Foochow. Her freight, as a troopship, consisted of 2,400 men and thirty-three horses, besides a number of guns and a large quantity of ammunition. Immediately after disembarkation, which was accomplished by means of boats, and without any accident, the men started for Amoy, their destination.

The steamer *Tunsin* reports having seen the C. M. S. N. steamer *Yungching*, freighted with troops for Formosa, aground on the Centaur shoal. Both the *Yungching* and *Haiching* ran on the shoal, but the latter remained on the bank only about twenty minutes, and was able to render assistance to her less fortunate companion, which did not get off for eight hours, when the *Haiching*, with the help of a rising tide and a stout hawser, succeeded in getting her afloat, and both steamers proceeded on their voyage. The *Tunsin* also passed the *Leeyuen*, full of troops, off Woosong the same morning.

At the S.Y.C. Regatta, Mr. Hill's yacht *Nimrod* was first in the race for the Corinthian Cup; the Houseboat prize was won by Mr. Mackenzie's new boat *Swallow*, and the ships' boat race by Mr. J. Tregaskiss's boat *Ellen*. At a meeting of the Committee of the Shanghai Yacht Club, held on Tuesday, a protest entered against the Corinthian Cup being given to the *Nimrod*, on the ground that she did not fulfil the condition of being manned by members of the Club only, was allowed, and the prize goes to the *Lillie*. In the Club Cup handicap, on Monday, the *Nimrod* is to give 15 minutes to the *Wave* and *Lillie*, and 35 minutes to the *Fearless*.

A public tea meeting and entertainment given at the Temperance Hall, in connection with the Shanghai Temperance Society, was very successful. Quite a number of ladies volunteered their indispensable aid on the occasion, and an interesting programme was secured for the entertainment after the cheerful cup had been emptied. Admiral Shadwell presided at the entertainment, and lent his aid cordially in furtherance of the good cause. Several members of the A.D.C., in addition to other gentlemen, gave their services in singing and reading, and addresses were delivered by Revs. Messrs. Muirhead and Barrett. There were a great many sailors and marines among the audience.

A house coolie in the service of Messrs. Sayle and Co. has met his death in a peculiar and unfortunate way. He came downstairs to a room where another coolie, his cousin, was polishing knives, with a teapot which he wanted to clean. A little dispute arose about the cleansing materials, in course of which the coolie with the teapot struck the other on the head. The latter endeavoured to shove him off with his hand, but as he held in it a sharp-pointed dessert knife he inflicted a severe wound in the abdomen. The wounded man did not make much of the matter, and his friends called in a native doctor. As more serious symptoms betrayed themselves, however, Dr. Johnston was sent for, but the man died shortly afterwards. The coolie who occasioned his death was taken to the city, where he will be detained until the other relations of the deceased, who reside at Ningpo, can be communicated with.

A melancholy accident has happened on board the steamer *Hong Kong*, which is lying at the Shanghai and Hongkew Wharf, whereby Mr. Walter Coop, third officer of that vessel, lost his life. Mr. Coop was superintending the taking on board of a quantity of ballast, and was in the act of going down the forehatch ladder, when he stumbled and fell headlong into the lower hold, a distance of about thirty feet. He sustained a severe fracture of the base of the skull, which rendered him instantly insensible, and after remaining in an unconscious state for four hours, he died. The deceased belonged to London, and was twenty-nine years of age and unmarried.

HONG KONG.

Our advices by the present mail extend to the 29th October; the P. and O. mail from London Sept. 18 was received on the 26th October. The following items of news are from the *China Mail*:—

The Registrar-General has published his quarterly returns of births and deaths in the colony for the periods from 1st April to 30th June, and from 1st July to 30th September last. In Hong

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Kong and the four out-districts, in the June quarter, 393 births and 648 deaths were registered, 36 of the former and 37 of the latter occurring among persons other than Chinese. The births are those of 18 boys and of the same number of girls. 13 deaths were of non-residents. The remainder were thus distributed as regards nationality, viz.: British, 12; Portuguese, 6; Indian, 5; Malay, 1.

The births among the Chinese were those of—boys, 197; girls, 160; total, 357. The death were—boys, 287; girls, 324; total, 611.

The death rate for the quarter amongst the British and Foreign community was 23·04, and amongst the Chinese, 21·14 annually for every thousand persons. For the whole population of the colony the rate was 21·24 for every thousand persons.

During the September quarter a total of 473 births was recorded, 44 of which—in the proportion of 21 boys to 23 girls—occurred among the English or Foreign portion of the community. Among the Chinese the births were as follow:—Boys, 255; girls, 174; total, 429.

The number of deaths registered is, owing to the casualties which resulted from the late typhoon, far in excess of any returns yet issued, and renders it impossible to draw any accurate conclusion as to the death-rate of the colony. The total number registered during the quarter amounts to 1,574. Of these, 60 were among the English and foreign community, and were distributed among the following nationalities:—British, 14; Portuguese, 11; Indian, 5; Malay, 2. The remainder (28) were those of non residents. The deaths among the Chinese were as follows:—Males, 940; females, 574; total, 1,514. Among the English and foreign community 11 deaths were the result of the typhoon, as far as can be ascertained, while to the same cause may be attributed 760 deaths among the returns of the native community.

The following are the estimates for 1875:—

Establishments.	$ c.
Governor	740.00
Colonial Secretary	7,880.00
Colonial Treasurer	3,072.00
Auditor General	14,799,00
Clerk of Councils	100.00
Surveyor-General	21,062.00
Postmaster-General	27,486.00
Registrar-General	10,198.00
Harbour Master	26,762.00
Lighthouses	6,428.00
Collector of Stamp Revenue	4,078.00
Judicial	20,180.00
Official Trustee	960.00
Registrar of Companies	192.00
Ecclesiastical	1,230.00
Educational	17,136.00
Medical	15,600.00
Police Magistrates	6,100.00
Police	150,478.80
Gaol	16,694.00
Fire Brigade	8,112.00
Government Gardens	4,660.80
Services Exclusive of Establishments.	
Colonial Treasurer	1,700.00
Surveyor General	720.00
Postmaster General	4,640.00
Registrar General	50.00
Harbour Master	60.00
Judicial	200,00
Educational	3,620.00
Medical	18,870.00
Police Magistrates	390.00
Police	36,925.00
Gaol	15,000.00
Charitable Allowances	3,300.00
Transport	4,500.00
Works and Buildings	104,000.00
Roads, Streets, and Bridges	37,220.00
Lighthouses	2,000.00
Miscellaneous Services	36,300.00
Land and Houses purchased	—
Military Contribution	96,000.00
Total	$729,443.60

The flags of the men-of-war and merchant shipping in harbour, as also at Government-House, official residences, and the Peak, were flying half-mast high, as a token of respect to the memory of the late Lady Kennedy. The Administrator of the Government might properly send a telegram of condolence to Sir Arthur Kennedy, to await him either at Singapore or Penang, expressing the sympathy of the community. We are sure the colonists would heartily acquiesce in this.

Dr. Elmore, the Peruvian Minister to China and Japan, left per *Menzaleh*. Dr. Elmore intends to establish the Peruvian Mission in Japan, after which he will return to Peking to ratify the treaty with China.

The change made some months since by the naval authorities, in abandoning the *Melville* and taking over the Seamen's Hospital at Mount Shadwell for the use of the squadron, appears to have resulted most satisfactorily. The building is admirably arranged, and Dr. Loney, R.N., the medical inspector in charge, has effected many inexpensive but much needed improvements, especially in the drainage system, upon which some years of service had begun to tell. We do not find in the official reports any notice of the damages sustained by this building in the late typhoon. We are however glad to learn that, notwithstanding its exposed position, the hospital and houses were very little injured, thanks to the good service of a very efficient staff of native *employes* brought over from the *Melville*, who cleverly shored up every door and window against the violence of the gale, and stood to their work all night like men.

We regret to learn that there is not the remotest probability of the *White Cloud* being got off the beach where she is stranded, bottom upwards, at Macao. Measures are being taken, however, to get the machinery, which is but little injured, out of her.

The official reports of the damage done by the typhoon at Macao gives the following:—

The total numbers of Chinese bodies found in Macao and its dependences amounts to 4,000; total number of Portuguese killed by typhoon, 20.

Losses by Chinese from typhoon	$300,000
" " fire	70,000
Losses by Portuguese	330,000
The greater sufferers are:—	
F. P. Noronha	45,000
L. Marques	30,000
B. S. Fernandes	16,000
A. Tigno	14,000
Mission Property	12,000

(FROM OUR OWN CORRESPONDENT.)

HONG KONG, OCT. 29.

Trade continues in a very depressed state, and there is a prevailing feeling that the glory of the colony has departed. House rents, which form perhaps the dearest proportionate item in the annual expense of ordinary people, and out of which the most successful colonists have made the best part of their makings, have fallen much during the last two years. A house in the Caine-road, which eighteen months ago would have let for $150 a month, now fetches only $60. Houses in Wyndham and other streets, which used to command a rental of at least $60, can now fetch only half that sum, or less. What is necessary to make Hong Kong what she used to be is a war between China and some of the Western Powers, and then would people flock to the island of fragrant streams for safety and shelter, and then would the hearts of householders be made glad and their purses heavy. The sufferers by the dulness of commerce are the banks, even more than the householders. The Hong Kong and Shanghai Bank, in particular, which has propped all sorts of failing concerns, has suffered a long continued phlebotomy. Confidence in the bank appears to have revived, but, at the same time, shares are lamentably low. At the commencement of this year they stood at sixty and seventy per cent. premium, now they are at three only. In fact, just before the last meeting, matters appeared really shaky. Several gentlemen, professionals, mostly with small balances, talked seriously of transferring their accounts, but were persuaded to defer such action at least until after the meeting. It only wanted the slightest impulse of alarm to induce all the Chinese constituents of the bank to withdraw their funds, and the result, though it could not have been fatal, would have been very serious. At present it is hoped that the bank will recover its partially lost position ere long.

Governor Kennedy, who was summoned home by a telegram announcing the dangerous illness of Lady Kennedy, learnt her death at Singapore. He will not proceed home, but will return by the next mail, arriving about the 3rd proximo, to Hong Kong. It is rather odd that the Colonial Secretary, Mr. J. G. Austin, should have been appointed Acting Governor. He was at one time Governor of Honduras, where he perpetrated such a muddle than an order was made that he was never again to be intrusted with the administration of any government.

Mr. N. B. Dennys, of the *China Mail*, upon whom a German university has recently conferred the title of Ph. D., and whose name is well known in connection with Anglo-Chinese literature and research, has just published a "Hand-book of the Cantonese Vernacular of the Chinese Language." The work is compiled somewhat after the Ollendorfian system, is very handsomely got up, and contains 210 octavo pages. It is specially adapted for the use of those who wish to acquire enough of colloquial Cantonese to enable them to carry on their business and household arrangements in the native language. That it is a work of merit is guaranteed by the fact that the Government have made it their hand-book for interpreters, police, and government schools.

As a natural outcome of the stagnation of trade, to which I have above referred, there are rumours of difficulties among several commercial firms. Mr. Glasse, of the Victoria Dispensary, Hong Kong, is the latest failure.

JAVA.

The *Indier* states, in an article commenting on the failure of the attempt to establish direct steam communication between Java and Australia every five weeks by means of the N. I. S. N. Co.'s steamers, that, after deducting the subsidy of 30,000f. pe

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voyage granted by the N. I. Government, the company lost 60,000f. on each of the two experimental trips. The failure is ascribed in the first place to the refusal of the Australian Government to relieve the company from the payment of harbour, light, and anchorage dues. Besides the rates of freight were too low to be paying; thus it did not pay to convey Java sugar to Australia at the rate of thirty-five shillings a ton for freight. Flour from Australia was conveyed cheaper by small sailing vessels, which arrived in Java some ten days later than the steamer, so that in order not to return empty the latter had to take in cargoes of coals, for which no freight was paid. Between the Australian ports, the competition of rival steamships was too great. The passengers conveyed were at the rate of from two to three per voyage; this was partly caused by the knowledge of the prevalence of cholera in Netherlands India deterring the Australians. The conclusion come to by the *Indier* is, that until circumstances become more favourable, the mercantile community of Java must be contented with the Singapore-Queensland line of steamers.

The editor of the *Indier* says that when he wrote the article he had before him the statement of the receipts and expenses attending the two trips. He says, besides, that "the directors of the N.I.S.N. Company here, not certainly from personal good will, but with an eye to the various interests concerned, supplied us with information and explanations, and have desired us to intimate that every person taking an interest in the subject can be supplied with all the details at their office."

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 5th November; the French mail from London Sept. 25 arrived out on the 25th Oct., and the following P. and O. mail of 2nd Oct. was received on the 1st November. We take the following items of intelligence from the *Straits Times*:—

The Legislative Council has not yet resumed its sittings, and the only matter of interest in connection with the Government has been the prosecution of the inquiry, by the Executive Council, into the condition of the public service. The Hon. the Attorney-General has been under examination before that body with respect to the annual retainer of $1,000 paid him by the opium farmer, and has concluded his statement in defence. The proceedings in this inquiry are, we understand, to be forwarded *in extenso* to the Secretary of State for the Colonies, until when they are not to be published locally. According to latest advices peace and quiet have prevailed in the native states, and the British officers at present acting as residents are exerting a salutary and beneficial effect over them. We understand the Hon. J. W. W. Birch, our Colonial Secretary, is likely to be selected as Resident at Perak. Should this prove true, a new appointment must be made to fill Mr. Birch's position here, and it is quite probable Colonial-office patronage will be again exerted for this purpose, though undoubtedly the office could be more efficiently filled by an officer of local experience, possessing a knowledge of the language, manners, and customs of the people.

The British ship *Dewa Gungadhur*, Captain Turner, which arrived here on the 29th ult., from London, reports that on the 10th September, off the Cape of Good Hope, she fell in with the burning Dutch ship *Susanna Johanna*, Captain Hulshoff, and took off the entire crew, twenty in number, who were landed safely at Anjer. The *Susanna Johanna* was from Newcastle, with a cargo of coals for Atchin, and the fire arose from spontaneous combustion in the cargo. The crew saved nothing, and were only able to procure two half-casks of water from the burning vessel, the *Dewa Gungadhur* being so short of water as to necessitate the expedient of distilling it from the cooking utensils.

The arrivals *via* the Suez Canal have been the *Aurrera* on the 22nd Oct., from Cadiz and Liverpool, *Nestor* on the 26th from Liverpool, *Penedo* on the 27th from London, *Normanby* from Glasgow and *India* from Lisbon on the 31st, *Glaucus* from Liverpool and *Glenearn* from London on the 1st Nov., and *Sylvia* from Hamburg on the 2nd. She departures homeward have been the *Emiliano* on the 24th, for Cadiz and Liverpool, *Ulysses* on the 25th and *Olympia* on the 27th for London, and *Galley of Lorne* on the 30th Oct. for New York.

The *Government Gazette* notifies the appointment of Captain H. Douglas as a Justice of the Peace and Sitting Magistrate of Police at Singapore, in place of Capt. Walshe, absent on leave; the resignation of his seat in the Legislative Council by the Hon. W. R. Scott; and the appointment of Mr. James Charles Mitchell as Senior Sworn Clerk in the Supreme Court, the provisional appointment of Mr. H. W. Wood as a member of the Legislative Council, and of Mr. R. W. Hullett, of Singapore and Mr. T. D. Hewett, of Penang, as Justices of the Peace. Certificates of Naturalisation have been granted to Lim Eng Ho, Tng Keng Chang, Shaik Awab, Khoo Oye Hoot, and Lim Boon Tat.

The Netherlands Vice-Consul at Penang has notified H.E. the Governor that the following ports in Atchin are open for trade:—

On the West Coast.

All the States between Trumon and Waylah, and likewise the Ports Patti and Kluang.

On the North Coast.

Gegeang, Ayelaboo, Pa sangan, Telok Samoi and Endjing.

On the East Coast.

Edi Besar, Padawa Ketjel, Padawa Besar, Pasci, Kertie, Perlak, Samiang, Sunghy Tjoe and Sunghy Riah.

It is impossible not to admire the thorough and yet rapid manner in which the town road repairs are now being carried out. Commercial-square and Battery-road have, within a few days, undergone a marked improvement in the metalling of the roadways, which are to be further improved by the construction of side-drains to carry off the water which hitherto, during heavy showers, has contributed so much to the destruction of the surface, and rendered the square almost impassable for foot passengers. Further, we understand the streets will no longer be allowed to be littered daily with the sweepings from the godowns, but that the municipal regulation requiring the refuse to be placed in receptacles on the edge of the verandahs will be strictly enforced.

PENANG.

In a recent issue of the *Penang Gazette* a comparison is made between the activity displayed and the energy shown by the trading coasters and the easy indolence and apparent indifference to freight which is found on board the steamers of the British India line. The *Gazette* thinks that a little less dignified majesty and a little more of participation in the business of the coasting trade would be more in unison with the feelings of the shareholders of the company. Some healthy competition with the "interloping" steamers would do no harm to the company, but would, on the contrary, by developing the trade benefit themselves and their patrons. It would seem that while this company are treating everything and everybody with supercilious contempt, and maintaining prohibitive rates of freight and passage on every available occasion, native shippers are getting suspicious of the tender mercies of a wealthy company, and are giving their business into the hands of the "interlopers." The British Indian Company evidently regard their subsidy in the light of a premium on inactivity and a stimulus to additional arrogance.

We take the following from the *Penang Gazette*:—

The *Straits Observer* is about to be resuscitated. The first number of the new series of it will, we are told, appear in Singapore, under the editorship of a gentleman who for a long time was connected with this paper, and ably discharged the duties of editor.

Chang Keng Quee, a Chinese Resident of Penang, has been appointed "Captain" of the Canton and Fokien Chinese at Larut, and it is stated furthermore that this personage has been invested with certain magisterial powers giving him summary jurisdiction over all the men belonging to the above two clans. To the uninitiated it appears strange that such appointments are not apparently called for in Penang, Singapore, or Malacca, although in Java they have been found of great use, While not going into the pros and cons of the question as to the advisability of the creation of such offices as "Captain" of Chinese Clans, we feel bound to remark that an experiment of this nature might have been more judiciously tried in one of the three British Settlements. The idea so far as we can learn is both a practicable and good one, but the question again arises, Why has it not been tried before in British territory.

The situation in Atchin continues unchanged. The capture of Langkruk by surprise is a blow to the enemy, but they do not allow themselves to be discouraged; whenever a position has been wrested from them they construct fresh forts round it. Our troops are uninterruptedly busy clearing the ground before the Kraton. But this is an extremely difficult work, and progresses very slowly. Our position is becoming in the meantime of such a nature that it is impossible for the enemy to break through it. During the last few days, no intelligence has been received. The enemy is certainly becoming less active now that the *puasa* has set in. An attempt to surprise Bital failed, from private advices. This point may cost blood yet. This position was formerly occupied by General Van Swieten, but he saw fit to abandon it. The state of health at Atchin is not more unfavourable, although fresh cases of cholera appear.

CEYLON OF THE FUTURE.

(FROM A CORRESPONDENT.)

COLOMBO, Nov. 5.

In my last I made some remarks on Ceylon of the past and Ceylon of the present, but had not then time to touch on the future. In treating of the past and the present I traced the progress of this little island since it was first occupied by the British—occupied only as a mere military dependency. Indeed, in this light alone was it at that time looked upon by our Government, and it was then considered the key to India. But those days have long gone by. It is true it had then its cinnamon gardens, the produce of which was a Government monopoly, and paid a very heavy duty. In fact it formed a large part of the island revenue, which, in 1837, did not exceed

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£371,994. What was then the state of its coffee—its now great staple? Of that product only 30,000 cwts. were exported—four ships at that time took all its crop. One large steamer of the class frequenting the port now could take, at one trip, all the island then produced. How stands the case now? We frequently see forty large vessels at one time in our roads, and generally two or three steamers are at once advertising for passengers and cargo. We export during the year one million hundred weight of coffee, worth at least £4,000,000 (four millions sterling). A railway connects the principal sea-port with the interior, carrying up, besides passengers, food for our coolies, and manure for our plantations, and carrying down the coffee those plantations produce. I do not notice the other articles of transport here, although they all doubtless assist to form our exports, because coffee, our staple, is four-fifths of the whole. The railway in question, connecting, as it does, Colombo and Kandy, was opened for traffic in 1868, and cost the Colony one-and-three-quarter-million sterling (£1,750,000). Another quarter million is now being expended on a continuation of this railway to Nawalapitiya, which is expected to be opened in another month. All the debt on these two railways when completed will be about £600,000, which is being paid off as the debentures fall due out of a fund set apart yearly from the railway earnings—the rest having been all paid out of island revenue, and it is in contemplation to lay down another hundred miles of railway, now considered necessary to meet the great and growing wants of the country. The inauguration of this railway extension and of the Colombo breakwater will be the *chefs d'œuvre* of Mr. Gregory's reign. May both be well and expeditiously executed, and may our good Governor live long to contemplate the benefits he will thus have conferred upon the island at large, and to enjoy the reputation he will have so well earned! Yet another great scheme is now being forced upon his notice, although for it cannot be claimed benefits anything like so great, general, or extensive. It is a scheme of waterworks for Colombo. This island capital has got its gas, and now it wants its water. The town and suburbs are well lit. The gas was supplied by a company, and the municipality, as well as private residents, pay for what they require. Not so, however, is the wish of a portion of the Columbians, with the municipality at their head, with regard to water. They want about £200,000 expended for their benefit, to bring them a good supply of wholesome water. But they would like the Government and the public to pay for it—not the public of Colombo only, a great part of which would prefer their present scant supply and no fresh taxation—but they would impose taxes on trades and professions, duties on exports, and tolls on produce passing along their streets to be shipped. Silly and shortsighted policy! The up-country planters, whose produce has made Colombo, will never submit to have it taxed in order that Colombo may have water. Besides this, a railway or tramway is now nearly completed from the railway terminus to the wharf, and when completed all produce from the interior will pass along it, and will not use the Colombo roads or streets at all; consequently will not wear them, and certainly will not pay for their maintenance. If the harbour to be is to bring such an access of shipping to the port as will more than drink up our present supply of water, it will surely then become the duty of whatever power benefits by their dues to supply them with water. If the Government are to receive the dues, let them provide the water; if the Municipality, let them provide it. In any case, the residents in the interior have no right to be called upon to provide Colombo with either a luxury or a benefit. This port is already increasing greatly in population and importance; and when the breakwater is made, what a bustling, trading, shipping, coaling, calling port it will become! The ships of all nations will come there. The eastward bound from all countries will visit Lanka's capital. Trade with the West, and commerce from the farther East will be interchanged there. Already by its coffee alone, or almost alone, the exports and imports of Ceylon are now not under ten millions sterling; and it has become the third coffee-producing country in the world.

Commercial Report.

(For dates see first page.)

IMPORTS.

HANKOW.—There had been little or no improvement in the position of the market. Grey Shirtings, medium qualities especially, had been in better request, but holders had had to make some further concession in price to effect sales.

SHANGHAI.—The better feeling mentioned in our last report has been fairly maintained, and the market generally had a more healthy tone. Cotton goods: Grey Shirtings; the inquiry for common qualities had continued, and prices were firmer, though without quotable change. T-Cloths had advanced somewhat in value, the demand being principally for common. At the commencement Mexicans were not wanted, but had since been taken at low rates. White Shirtings were without alteration. There had been more inquiry for Drills, partly speculative, and slightly higher rates had been paid. In Fancy Cottons there was no change to note in prices, but the market was strong, and there had been a fair business. Velvets had met some demand, and prices were somewhat higher. Woollens: Long Ells had improved in value, CPH Scarlet having been sold to arrive at Tls. 7.4.0, while the same mark Assorted had fetched Tls. 7.6.2½. Lastings and Figured Orleans were quiet, but had increased in value. Camlets were in more inquiry, and prices had advanced; there was also some improvement to notice in Spanish Stripes.

HONG KONG.—The arrivals during the interval, besides the mail steamers, had been the s.s. Braemar Castle, Glenfalloch, and ship Beemah, bringing full supplies of Manufactured Goods for this market and the north. There had been a very quiet fortnight in imports, the only inquiries being for special chops of Grey Shirtings and Woollens. The market had not yet recovered from the glut of sea-damaged goods thrown upon it lately, but there were signs of a return to its normal state. In the meantime holders showed no disposition to accept lower prices than were current before the typhoon, and there was consequently little alteration to notice in values.

CANTON.—Lead: In the absence of sales quotations were nominally the same as last reported—viz., LB $8.20, and WB $8.35. Quicksilver was in some demand, although there had been no sales on the spot.

BATAVIA.—The demand for Dutch Staples had somewhat improved, but the position of English Staples continued very unsatisfactory; stocks were excessive and demand almost nil. For Fancy Goods the season was drawing to a close. Yarns generally were dull of sale.

SINGAPORE.—Messrs. Boustead's Report says:—The improved demand for Piece Goods noticed in our last was of short duration, and market has again become very quiet. The moderate enquiry for 8¼ lbs. Grey Shirtings has been freely met at $2.15 to $2.17½. No improvement in T-Cloths, only 6lbs. and 7lbs. enquired for. White Shirtings of fine qualities have been placed to a fair extent at about late rates. Grey Yarn: Lately a slight advance was obtained, but this has been lost and the market closes at about $112. Turkey Red Cambrics have been in better enquiry, but to make sales low prices have been accepted. Iron continues depressed and prices have a drooping tendency; holders are very anxious to realise stocks, but purchases are only on a small scale. Copper Sheathing is being moved at former rates. Yellow Metal has met with rather more enquiry lately, but prices are unchanged. Zinc Sheathing moves very slowly. Roll Zinc is in no demand. Pig Lead continues without enquiry.

EXPORTS.

TEA.

KIUKIANG.—Black: All arrivals had gone forward to Shanghai on native account. Export from commencement of season to 14th October, 1874, 21,403,791 lbs.; 1873, 18,901,892; increase, 1874, 2,501,899. Green: Arrivals during the fortnight, 21,644 half-chests, all of which had been shipped to Shanghai on native account. Export from commencement of season to 14th October, 1874, 5,187,064 lbs; 1873, 4,407,317.

HANKOW.—Messrs. Evans, Pugh, and Co.'s Report says:—A small business has been transacted, settlements amounting to only 3,700 chests. Bulk of the business has been in common Oopack—Nipcarsees—at from Tls. 13¾ to 14, and these kinds show an advance of half a tael per picul. Shantams on the other hand may be quoted as much lower, quotations being Tls. 11½ to 12½ per picul. Export of Hankow Tea is 52,710,000 lbs, against 52,422,000 lbs. to date, and 54,500,000 lbs. for total of last season. As the season is now so nearly at a close, we shall discontinue the issue of this Report. Quotations are:—For second and third crop Oopacks, Tls. 13¼ to 16½, against Tls. 14¾ to 15¾ at same date last season; Oonahms, Tls. 11½ to 12½, against Tls. 11 to 11½. Settlements to date are:—332,814 chests, against 330,615 chests in 1873; shipments on native account, 219,330 chests, against 199,075 chests; contracts, 8,171 chests, against 12,005 chests; stock is estimated at 2,383 chests, against 772; total, 562,695 chests, against 542,467 chests in 1873.

SHANGHAI.—Black: There had been but little change in the market. Supplies had been small, and business had been restricted in consequence. A fair demand had continued throughout the fortnight, and prices were the turn stiffer. The stock on offer was reduced to a small compass, and was of indifferent quality. Settlements for the fortnight, 10,770 chests; reshipments on owners' account, 1,530; stock, 6,780 chests. Green: The fortnight's business had been about on a par with that of the previous interval. The decline which was apparent then, in some few purchases only, had been generally established, teamen being willing sellers at Tls. 1 to 2 lower. There was considerable demand for the English market, which had helped to check the downward tendency. American advices were far from encouraging, and most buyers for that country still kept out of the market. The following were about the prices paid: for country tea, Tls. 25 to 41 per picul; Pingsuey, Tls. 26 to 40; settlements, 40,839 half-chests; reshipments, 220 half-chests; stock, 78,290 half-chests.

AMOY AND TAMSUI.—Further purchases of Amoy Ooloongs had been made, and the settlements aggregated upwards of 139,500 half-chests. Prices were quoted $2 to 3 lower, but teamen were unwilling to accept the decline. The s.s. Galley of Lorne had sailed for New York and the s.s. Tartar was loading for the same port. Latest advices from Tamsui report prices as unchanged, although the further arrivals of the Autumn crop were not satisfactory in quality. The total export of Formosa Oolongs to date to all quarters was about 2,740,000 lbs.

CANTON.—Messrs. Deacon and Co.'s Report says:—We have to report less business doing in all descriptions of Tea. Former prices are pretty well maintained as a rule, although in some instances they exceed the ideas of some of the most sanguine holders, and the irregularity displayed is absurd. Congous: At this port one or two small lots have been taken, but having been privately contracted for nothing is known about either quality or price. Business has somewhat recovered itself at Macao since the late typhoon, and shipments are now going forward in small quantities. Scented Teas: Capers are still in fair demand at former prices, medium to good medium are selling at Tls. 20 to 23, and of these descriptions settlements are the largest. Orange Pekoes have

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also had some attention, and the market is cleared of all those classed from good common to finest. For new-make kinds there is no demand, and the prices asked show that Teamen are still very firm. We summarise sales with prices as follows:—Scented Caper, 10,000 boxes, at Tls. 15 to 23 per picul; Scented Orange Pekoe, 6,000 boxes, at Tls. 19½ to 27 per picul.

SILK.

Shanghai.—The excitement on this market consequent on the advices from Europe had continued, and buying at gradually advancing quotations had been kept up on a large scale, but latterly the exaggerated ideas entertained by holders as to values, combined with the marked inferiority of the silk at present offering, had to some extent caused a falling-off in the settlements. The advance in values varied from Tls. 15 to 20, but holders were looking for a still further improvement, and the market closed with much firmness. "Gold Lion," Nos. 1, 2, 3, and 4 had been sold at Tls. 395, 375, 355, and 335 respectively. "Donkey," Nos. 3 and 3½ at Tls. 407½ and 382½; "Dragon," No. 3 at Tls. 400; "Cock and Worm," No. 3½ at Tls. 382½; "Red Peacocks," at Tls. 330; Kukee's "Chin-Jan," at Tls. 357½; "Vun-sing" and "Choey-sing," at Tls. 297½ and 277½; and Fatmay's No. 2 Haining, at Tls. 337½ and 340. Tls. 420 for Koofongsing's and "Chick's" No. 3 Tsatlee is said to have been offered and refused. Settlements for the fortnight Chinas, 5,500 bales. Total settlements since 1st June, 51,500 bales, against 1873-74, 36,500 bales; 1872-73, 40,300 bales. Comparative unsold stock 1874, 10,000 bales; 1873, 6,500 bales; 1872, 4,500 bales.

Canton.—We learn from Messrs. Deacon's Circular that unwonted activity has prevailed during the fortnight, induced by receipt of telegraphic news announcing a "speculative demand" and rather improved tendency in the London market. 600 bales were settled in the first week, $320 per picul having been paid for No. 4 Tsatlee, since then 420 bales have been taken at gradually advancing rates, and purchases have been made up to $340 per picul. All sorts have been in request, and every description may be quoted $20 to $25 per picul higher than last reported. The market has been nearly cleared of good Silk, and desirable parcels are now to be obtained with difficulty, holders at the close are asking $345 to $350 for No. 4, and should purchases continue to be made, a still higher range of prices may be looked for. Loong-kongs have also been in demand, and 100 bales of good sorts are included in settlements. Long-reels: 300 piculs are reported to have been bought by Parsees for the Indian market. Re-reels: About 300 boxes have changed hands for shipment to America. Stock is considerably reduced, owing to limited arrivals—say: 700 bales Tsatlee, 100 bales Loong-kong, 150 bales Cumchuck and Lacklow, 100 bales Kow-kong, and 500 bales inferior kinds.

CARGOES OF TEA AFLOAT.

Sailing Date.	Name.	From	Cargo—lbs
July 16	Dartmouth	Shanghai	1,241,848
„ 25	James Sheperd	„	1,135,833
Aug. 4	Red Riding Hood	„	900,551
„ 5	Lauderdale	„	930,783
„ 15	Kaisow	„	1,138,185
„ 15	Norham Castle	„	1,010,045
„ 21	Lothair	„	1,132,056
„ 25	Leucadia	„	1,293,823
Sept. 1	Wylo	„	1,185,524
„ 14	Borealis	„	1,047,008
„ 17	Duke of Abercorn	„	1,543,395
„ 17	Eliza Shaw	„	962,360
„ 17	Hawkesbury	„	1,518,963
„ 25	Woodlark	„	1,284,763
Oct. 20	Hallow'een	„	1,091,708
July 28	Ascalon	Foochow	1,234,843
Aug. 4	Forward Ho!	„	1,373,907
Sept. 12	Undine	„	1,108,416
„ 28	Argonaut	„	1,501,769
Oct. 1	Thyatira	„	1,344,347
„ 17	Olympia (str.)	„	61,495
Nov. 4	Cawdor Castle	„	—
Aug. 1	Golden Spur	Canton	782,227
„ 22	Faith	„	700,000
„ 27	Singtai	„	401,960
Sept. 30	Melbrek	„	879,845
Oct. 15	Ulysses (str.)	„	670,013
„ 15	Travancore (str.)	„	28,500

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.	4s. 2⅞d.	4s. 2⅞d.	4s. 3d.
Shanghai „	5s. 9⅛d.	5s. 9⅛d.	5s. 9⅜d.
Canton „ / Hong Kong „ / Macao „	4s. 2¼d. to 4s. 2½d.	4s 2⅜d. to 4s. 2½d.	4s. 2⅝d.
Singapore „	4s. 2¾d.	4s. 3⅛d.	4s. 3¼d.
Manila „	4s. 0½d. to 4s. 0¾d.	4s. 0¾d. to 4s. 1d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 307½	222
„ Hong Kong	27¼ to 27½ dls.	—
Bar silver	Tls. 111 2 0	10 prem.
Mexican dollars	„ 75.0.0	1½ prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 4 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 45 per cent. discount.
China Traders' Insurance Company, $600 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 6 premium.
Hong Kong Fire Insurance Company, $330 prem.
Union Insurance Society, $30 premium.
China and Japan Marine Insurance Company, Tls. 80 per share.
China Fire Insurance Company, $35 premium.
Victoria Fire Insurance Company, $25 premium
Indo-Chinese Sugar Company, 9½ per cent. dis.
Shanghai Steam Navigation Company, Tls. 83 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 8¾d., at Hong Kong 4s. 2⅞d., at Batavia F.11.70, at Singapore, 4s. 2¾d.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company	Tls.500	Tls.500	Tls.205	4 p.c.
Shanghai Gas Company	100	100	145	12 p.c.
Shanghai S.N. Company	100	100	84	12 p.c.
S. Tug and Lighter Company	850	850	600	12 p.c.
French Gas Company	50	50	70	11 p.c.
Hong K. Fire Insurance Co.	$1,000	$200	$580	12 p.c.
North China Insurance Co.	Tls.1,000	Tls. 300	Tls.360	trien.
North China Steamer Company	100	100	12 cash	
Union S.N. Company	100	100	18	12 p.c.
Yangtsze Ins. Association	500	500	$620	15 p.c.
Union Insurance Society	$5,000	$1,000	nom.	trien.
China Traders Co. (Limited)	1,000	1,000	1,700	$250.p.sh
China and Japan Marine Ins. Co.	Tls.500	Tls.100	Tls.81	12 p.c.
Victoria Fire Insurance Co.	$500	$100	$126	12 p.c.
China Fire Insurance Co.	500	100	139	12 p.c.
Hongkew Wharf Co.	Tls.100	Tls.100	Tls.117	12 p.c.

Shipping Intelligence.

ARRIVALS.

At Shanghai.—From London, Oct. 16, Hong Kong (str.); from London, &c., Dec. 2, Horatio, Inverness, Formosa (str.).

At Hong Kong and Canton.—From London, Oct. 13, J. C. Munro; 15, Beemah; 16, Braemar Castle (str.); 22, Glenfalloch (str.); from London, &c., Dec. 3, Marian Jean, Kjobenhaven, Lord Macauley, Windhover, Crocus (str.).

At Singapore.—From London, Nov. 1, Geelong (str.), Glaucus (str.), Glenearn (str.); from Cardiff, Oct. 23, Amsterdam; from Liverpool, 26, Nestor (str.); 22, Aurrera; from Glasgow, 31, Normandy; from Lisbon, 31, India (str.); from Hamburg, Nov. 2, Sylvia (str.); from London, &c., Nov. 29, Brisbane; Dec. 1, Ly-ee-moon (str.); 3, Ironsides, Celani; 4, Hankow (str.).

At Batavia.—From London, Oct. 15, Eme; from Cardiff, 20, Minister Fransen van de Putte; 27, Trinidad; from Rotterdam, 18, Cornelis Wernard Eduard; from Texel, 20, Ottolina; 22, Voorlichter; 27, Telanak, Paulina Constance Eleonore; from Flushing, 25, Tromp; from Nieuwe Diep, 28, Voorwaarts; 29, Dahlia.

At Penang.—From London, Oct. 24, Excelsior; from Liverpool, 23, Nestor (str.); 30, Glaucus (str.); 4, Deucalion (str.); from London, Dec. 2, Hankow (str.); from Liverpool, Menelaus (str.).

DEPARTURES.

From Shanghai.—None.

From Foochow.—For London, Oct. 17, Olympia; for New York, 19, Tartar (str.).

From Hong Kong and Canton.—For London, Oct. 15, Beautiful Star; 15, Travancore (str.); for New York, Galley of Lorne (str.).

From Singapore.—For London, Oct. 22, Glenartney (str.); Travancore (str.); 24, Emiliano (str.); Ulysses (str.); 30, Amstel.

From Batavia.—For Channel, f.o., Oct. 16, Cedric; 17, Bestevaer; 20, Pride of the Ocean; 27, Queen of the Colonies; 29, Duke of Richmond; for Holland; 16, Phillips van Marnix; 21, Lichtstraal, Electra; 27, Thorbecke, Koning der Ned; for New York, 18, Iris; 24, Stella.

From Penang.—For London, Oct. 23, Mary Nelson.

VESSELS LOADING.

At Shanghai.—For London.—Hong Kong (str.), Essen (str.), Coulnakyle, Cathaya, Guinevere; for New York, Manry Whitridge, Leander, Lady Louisa, Mikudo.

At Foochow.—For New York.—Taitsing.

At Hong Kong and Canton.—For London.—Falcon, Ardent, Albuera Mathilda Atheling; for New York, San Juan, Luthley Rich, Sir Harry Parkes, Hopewell, North American, Beemah.

At Singapore.—For London—Emilio Rondanina, Lake Leman; for Liverpool, Amsterdam, L. J. Enthoven; for Glasgow, Andromeda.

At Batavia.—For Holland, Alblasserwaard, Hoek Van Holland, Cornelia Mathilda, Tromp (str.), Voorwaarts (str.), Dordrecht, Ottolina, Kitty, Willemina and Clara, Telanak, Pauline Constance Eleonore.

At Penang.—For London, Excellsior.

FREIGHTS AND CHARTERS.

At Shanghai.—Rates for London are £3 10s. per ton steamers, and £3 per ton sailing vessels; to New York, £3 10s. per ton of 40ft. sailing vessels.

At Foochow.—To London, by steamer, £3 10s. per ton of 40ft., and by sailing vessel £3 10s. per ton of 50ft.; to New York, £4 10s. steamer, and by sailing vessel. £3 10s. per ton of 40ft.

At Hong Kong and Canton.—The rate of freights to London and New York is £3 per ton of 50ft. and 40ft. respectively.

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At SINGAPORE.—To London, by sailing vessel, £2 15s. to £2 17s. 6d. deadweight. Steamers passing through for London have little room for cargo, except Tin, which has been rather freely shipped at £2 10s.

At BATAVIA.—To Amsterdam, f.52.50 Sugar and Rice, f.32.50 Tin, f.85 Coffee; to America, £3 17s. 6d.

At PENANG.—To London, Bag Sugar, £3 2s. 6d.; Basket ditto, £3 7s. 6d.; Pepper, £3 12s. 6d.

CASUALTIES.

SOURABAYA, 5th Dec., 1.15 P.M.—The Cornelia Mathilda (Dutch barq.), from Java to Amsterdam, with general produce, is stranded on Meinders shoal, at the North entrance of Bali Straits; she has been abandoned, and will become a total loss, ship and cargo; part of crew saved.

SHANGHAI, 5th Dec., 2.20 P.M.—A fire broke out on board the Conqueror (Brit. barq.), in port, having on board a cargo of tea for New York, and was not extinguished until much damage was done to vessel and cargo; she must discharge.

MANILA.—Three Brothers (barq.), Bangkok to Hong Kong, with rice, put in dismasted; cargo apparently in good condition.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Oct. 13	Don Ricardo	Tagal	Channel
„ 15	Royal Charley	Rio Janeiro	Batavia
„ —	Cornelis Wernard Ed.	Rotterdam	Do.
„ —	Min. Fr. v. de Putte.	Cardiff	Do.
„ —	Alexandra	Singapore	London
„ 16	Marian	London	Hong Kong
„ 17	Cameo	Singapore	London
„ —	Ottolina	Amsterdam	Batavia
„ —	Syra	London	Bangkok
„ 19	Iris	Batavia	New York
„ 21	Mountain Laurel	Manila	Liverpool

THE MAILS.

PRESENT INWARD MAIL.—BRINDISI, DEC. 3.—The P. and O. Company's steamer Sumatra, with the homeward India and China mail, arrived at 11 A.M., and the mail left at 1.40 P.M. for London.

HEAVY PORTION OF PRESENT INWARD MAIL.—PORT SAID, NOV. 30.—The P. and O. steamer Zambesi left here at 8 P.M. for Southampton, with the heavy Indian and China mails, and may be expected on the 13th inst. Specie £11,320.

HEAVY PORTION OF LAST INWARD P. AND O. MAIL.—SOUTHAMPTON, DEC. 3.—The P. and O. Company's steamship Khiva arrived this morning, bringing the heavy India, China, and Australian mails, eighty passengers, £468,876 in specie, and 12,383 packages of cargo. The Khiva's sailing dates were—Calcutta Oct. 22nd, Madras 26th, Galle Nov. 1st, Aden 9th, Suez 15th, Port Said 16th, Malta 23rd, and Gibraltar 28th.

NEXT INWARD MAIL.—SUEZ, DEC. 1.—The Messageries Maritimes steamer Irawaddy, with the inward French mails from China and Japan, left here to-day for Port Said and Marseilles, at which latter port she may be expected on the 8th inst.

INWARD MAIL DUE DECEMBER 28.—GALLE, DEC. 2.—The Messageries Maritimes steamer Hoogly, with the inward French mails from China and Japan, left here to-day for Aden.

OUTWARD MAIL OF NOV. 20.—SUEZ, NOV. 30.—The Messageries Maritimes Company's steamer Provence, from Marseilles on the 22nd inst, left here to-day for Aden.

OUTWARD MAIL OF NOV. 6.—GALLE, DEC. 3.—The Messageries Maritimes steamer Ausdyr, from Marseilles, 8th ult., left here to-day for Singapore.

OUTWARD MAIL OF OCT. 30.—SINGAPORE, DEC. 1.—The P. and O. mail, from London Oct. 30, arrived out to-day.

DUTCH OUTWARD MAILS.—SOUTHAMPTON, DEC. 5.—The Java Company's steamship Holland sailed at six o'clock this morning for Batavia, Samarang, and Sourabaya, carrying the Dutch mails, 50 passengers, 125 troops, and a full cargo of general merchandise.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Dec. 2, off Dungeness, from Batavia, Burgemeister V. Middleburg; 3, at Dartmouth, from Singapore, Southport; 1, off St. Mawes, from Java, John Byers; 1, at Marseilles, from Singapore, Saro-Caino; at New York, from Manila, Derwent; at Boston, from Singapore, Crest of the Wave, Belle of South Esk; 3, London, from Colombo, &c., Queen Anne (str.); 5, Oleander, from Rangoon, Sumatra; from Singapore, Southport; 3, at Falmouth, from Singapore, Ulva; from Rangoon, Emile de Gerardin; off Holyhead, from Rangoon, Slieve Bloom; off Dungeness, from Batavia, Stad Middleburg; 5, at Falmouth, from Akyab, Margaritha D.; from Rangoon, Serafina D.; at Queenstown, from Bassein, Black Prince; from Rangoon, Gemma Parodi; 3, at Cuxhaven, from Maulmain, Ellwood Cooper; 6, off Deal, from Singapore, Eurus; at Queenstown, from Rangoon, Luigi Madre.

DEPARTURES.—Dec. 3, from London, for Singapore, *viâ* Cardiff, Rurico Dandolo; 2, from Cardiff, for Singapore, Hesperia; 1, from Helvoet, for Java, Holland (str.); —, from Amsterdam, for Macassar, Jan V. Brakel; from Hamburg, for Batavia, Etienne; 4, from Cardiff, for Singapore, Osseo; 3, from Glasgow, for Manila, Antela; 5, from London, for Singapore, China, and Japan, Min (str.).

SPOKEN.—Adelheid, Cardiff to Singapore, Oct. 20, 14 N., 26 W.; Q.C.N.Q. (Dut. Ship), Cardiff to Singapore, Nov. 24, 9 N., 22 W.; President V. Ryckevorsel, Amsterdam to Sourabaya, Nov. 2, 12 S., 32 W.; a Dut. Ship, Amsterdam to Sourabaya, July 29, 3 N., 24 W.; Alcestes, Sarawak to London, Sept. 20, 31 S., 36 E.; Tennyson, Batavia to Queenstown, Oct. 25, 4 S., 18 W.

MISCELLANEOUS.—At Port Said, Dec. 2, Sultan (str.), from London to Colombo, &c.; 5, Leon (str.), from Liverpool to Manila, &c.; off L'Agulhas, Oct. 28, Jas. Shepherd, Madden, from Shanghai, for London; at Suez, Dec. 4, Java (str.), from Java to Holland.

CASUALTY.—Port Said, Dec. 2; the Sultan (str.), arrived here reports that the Burmese (str.), had gone ashore on the Cani rock (coast of Tunis); the Burmese (str.), from Ceylon, left Malta, Nov. 25, for London.

ROTTERDAM, DEC. 5.—Ottolina, arrived from Nieuwe Diep, had cargo (coals) on fire, and jettisoned about 125 tons.

MALTA, DEC. 7.—United Service, str., from Singapore, unseaworthy, has been surveyed; must go into dock for repairs, and discharge part of cargo.

The Esmeralda, the launch of which we recently noticed, will make her trial trip on the 14th inst. This steamer is built for the trade between Manila and Hong Kong, and will be commanded by Captain Theband.

COMMERCIAL POSTSCRIPT.

The bullion per P. and O. steamer *Mirzapore*, from Southampton Dec. 3, was—in gold, to Galle, £300; in silver, to Penang, £30,000; to Singapore, £52,900; to Hong Kong, £23,854; to Shanghai, £6,430. Total in gold, £300; total in silver, £112,185.

We hear that the steamer *Min*, now leaving for China and Japan, has been bought for the Japanese Government by Messrs. Matheson and Co.

The traffic receipts of the Great Northern Telegraph Company for the month of November were—This year, f.363,152; last year, f.316,616. The total receipts, 1st January to 30th November, were—This year, f.4,133,552; last year, f.3,065,184.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

AYRTON—On the 1st Oct., at Tokei, Japan, the wife of Professor W. E. Ayrton, of the Imperial Engineering College, of a daughter.

CRAWFORD—On the 3rd Dec., at Surbiton, the wife of D. R. Crawford, of Hong Kong of a son.

DEACON—On the 28th Nov., at Briggins Park, Herts, the wife of Albert Deacon, of a son.

GODENRATH—On the 19th Oct., at Shanghai, Mrs. Godenrath, of a son.

HANDY—On the 3rd Dec., at St. George's Mount, New Brighton, the wife of John A. Handy, late of Hankow, of a son.

RAE—On the 13th Oct., at Chefoo, Mrs. William Rae, of a son.

RUNGE—On the 29th Nov., at No. 16, Brunswick-square, Camberwell, the wife of Hermann Runge, of a daughter.

TOMLIN—On the 28th Oct., at Hong Kong, Mrs. George L. Tomlin, of a daughter

MARRIAGES.

BUSHELL—MATHEWS.—On the 26th Nov., at St. George's, Bickley, by the Rev. E. H. Plumptre, M.A., vicar, and prebendary of St. Paul's, Stephen Wootton Bushell, B. Sc., M.D., Lond., Physician to H.B.M. Legation, Peking, to Florence Jane, eldest daughter of Robert Mathews, Bickley, Kent.

HELLYER—TIRRELL.—On the 22nd Oct., in Boston, at the residence of the bride's father, by the Rev. F. E. Towers, Frederick Hellyer, of Nagasaki, to Georgiana, daughter of Jesse Tirrell, of Boston.

LEWIS—FRENCH.—On the 27th Oct., at the Presbyterian Church, Penang, by the Rev. W. Proctor, Ernest, youngest son of William Thomas Lewis, Consul to H.M. the King of Siam, to Georgina Rose, second daughter of Thomas Richardson French, of Calcutta.

DEATHS.

COOP—On the 21st Oct., on board the s.s. *Hong Kong*, at Shanghai, Mr. Walter Coop, of London.

MACKAY—On the 17th Oct., at Shanghai, George Mackay, aged 41.

MCTAGGART—On the 14th Oct., at Shanghai General Hospital, George McTaggart, late Chief Engineer, s.s. *Aden*, aged 38 years.

TROTTER—On the 30th Nov., at Bath, Commander J. A. H. Trotter, R.N. (Retired List), aged 34 years.

WUSTERHAUSEN—On the 17th Oct., at Hong Kong, E. Wusterhausen, a native of Germany, aged 43 years.

The Lords of the Admiralty have delegated to Rear-Admiral Richards C.B., F.R.S., Rear-Admiral Sir Leopold M'Clintock, F.R.S., and Rear-Admiral Sherard Osborn, C.B., F.R.S., the power to make all arrangements connected with the fitting out of the New Arctic Expedition. The committee are sitting daily.

COURT OF EXCHEQUER.—BROWNE V. HOLT.—This was the second trial of an action to recover compensation for serious injuries sustained by the plaintiff while on board the ship *Priam* on her homeward voyage from China. After the hearing on the 5th inst. the case was adjourned.

THE *Somerset*, the first of the new Queensland mail steamers, is telegraphed as having arrived at Singapore from Brisbane on the 1st inst. one day early, with the Australian mail and a number of passengers' for Europe.

THE *Antenor*, one of Holt's line of steamers, just arrived from China, has brought fourteen of the survivors of the telegraph steamer *La Plata*, which has foundered in the Bay of Biscay, with, it is feared, a loss of sixty lives.

A Blue-book has been issued containing the commercial reports from Her Majesty's Consuls in China for the year 1873. A summary will appear in our next issue.

DR. JAMES LEGGE, of Hong Kong, is announced to preach at St. James's Hall on Sunday evening, 13th inst.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A Register is kept of the Addresses of all Persons connected with the Far East, and reference can be made to the same by personal application at the Office or by letter

Any Information required by Subscribers in reference to Commercial or general matters in China, Japan, Singapore, *and other parts of the* Far East *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The "London and China Express" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "London and China Telegraph" is published Weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, DEC. 7, 1874.

THE POLYTECHNIC INSTITUTION OF SHANGHAI.

Last August a circular was widely circulated by Messrs. John Bourne and Co., of Mark-lane, London, stating that they were authorised to announce the formation of a committee in Shanghai, of which the British Consul was chairman, which proposed to bring under the eyes of the Chinese the resources of European science, especially as illustrated by the condition of our arts and manufactures, and inviting European producers of all kinds to send specimens of their wares to China, where an extensive market will probably be found for such as are suitable. The rumours of war with Japan, however, which shortly after this arrived threw a damp upon the project both in Shanghai and at home, for persons in China were so much absorbed by the momentous question of peace or war that they had little time or thought to expend upon industrial questions, and European manufacturers could not be expected to send their goods to a foreign port, which might perhaps be besieged or taken by the enemy, and where, under such circumstances, business could not be expected to result. Under circumstances so unpropitious, Messrs. John Bourne and Co. refrained from pressing the undertaking upon public attention, as in fact they could not recommend anyone to forward articles for exhibition in the conjuncture which had arisen. At the beginning of the present month, however, it came to be pretty generally known that there would be no war—that the crisis had passed, and that peace would be preserved. So soon as this intimation was confirmed, it became possible and advisable to move in the Polytechnic affair. The first step taken by Messrs. John Bourne and Co. was to address a circular to all the exhibitors at the South Kensington Exhibition, then about to close, stating that instead of taking the articles shown at South Kensington home, the exhibitors might find their account in sending them to China, which was a new field, and one that was practically inexhaustible. Several of the exhibitors, we understand, have responded to this invitation, though, if it had been possible to issue it earlier, the success would have been greater, as in many cases another appropriation had already been made of the goods. They next addressed the P. and O. Company, explaining the nature of the undertaking, and asking them to carry out to Shanghai, carriage free, any articles presented to the Polytechnic—articles sent for sale or return being chargeable with freight in the usual manner. This request was immediately granted, and articles have been sent to Messrs. John Bourne and Co. for presentation, which will be forwarded free of expense from the Victoria Docks in London. To give weight to the undertaking in England, it has been suggested to the committee in Shanghai the expediency of forming an influential committee of co-operation in London. Meanwhile, they await from Shanghai information as to the space available for exhibits, and the rules under which the Exhibition will be held. These will no doubt be similar to the rules observed in such cases; but it is necessary that they should be officially settled or ratified. With the aid of a good committee of co-operation in this country the success of the undertaking may be made very great, and even without that sufficient progress has already been made to render success sure.

CHINA AT PEACE.

Save only on her north-western frontier, where she is likely to have occupation for some time to come, if she persists in her endeavours to recover the large tracts of territory which the Ameer of Kashgar has wrested from her of late years, it would almost seem as if China had managed to cope successfully, in one way or another, with all her enemies, and had now a fair chance of being left in peace and quietness for a time. So far as we are aware, her southern and western frontiers are now undisturbed, and on the east she has bought off the Japanese at the cost of a few thousand taels, and with the loss of not a little dignity and *prestige*. We have heard nothing for some time of any Nien-fei, those thorns in the side of many a provincial governor, but scarcity and famine, brought on by inundations or bad harvests, may at any moment, especially during the winter months, fan the slumbering flame of rebellion and bring them to life again; and when once such a movement as that gets headway, it is very difficult, as past experience has shown, to trample it out again. Lastly, a St. Petersburg telegram, which we reproduce in another column, announces that on the north-eastern frontier, in Northern Manchuria, where Chinese territory marches with that of Russia, the disturbances have now ceased. The rebels of Chungussen, it would appear, alarmed at the bare approach of a Chinese force—a fact at which we must own to some astonishment—and hemmed in by Russian troops which have been concentrated on the river Usuri for the maintenance of order, have thought better of it, and are said to have quietly dispersed. Let us hope that the Peking Government, having now no rebellion on its hands, may turn its attention to more peaceful arts, to dredging important harbours and lighting the dangerous coast more thoroughly, and set to work in earnest to promote the development of the internal resources of the country, about which so much has been said and so little done, owing to the determined opposition which has always been shown in high quarters to any departure from the time-honoured rule of obstructiveness.

CHINESE EMIGRATION TO QUEENSLAND.

For the past twenty years the sugar cane has been successfully cultivated in the environs of Brisbane, the capital of the colony of Queensland, aswell as the cotton plant. The progress of these plantations, although gradually increasing, has been slow, so that hitherto they have been more experiments than otherwise, by settlers not practically conversant with their culture. Latterly, however, the attention of experienced planters from the West Indies and America has been drawn to the colony, and after examination, they are of opinion that the soil and climate are admirably suited for the growth of the sugar cane and cotton plant, and the extension of plantations almost unlimited, provided that labourers accustomed to work in the fields under a tropical sun can be had at wages which will render the pursuit profitable.

While the question was being mooted where to find the most suitable class of labourers, a merchant at Amoy was in communication with his correspondent in the colony, advising him to consult the colonists as to importing immigrants from that treaty port and Swatow. The proposition met with general approbation, many of the leading colonists putting their names down as subscribers to an association, which afterwards received the sanction of the Queensland Government, and Mr. F. Bauer was appointed agent for Chinese immigration. That gentleman has issued a circular on the subject, describing the superior capabilities of the natives from these maritime districts of the Kwang-tung province over the ordinary coolies from the Canton districts, in which he only does justice to the sturdy industrious fisher-farmers of the coast. Appended to these statements is the form of an agreement to be used in the engagement of these labourers by the Queensland colonists. The terms are similar to those under which the Chinese are engaged to work at the sugar plantations in the West Indies, and contain the following stipulations:—The rate of passage is set down at £16 per man, one half payable on giving the order for an immigrant, and the balance on his arrival, before he quits the vessel,

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The form of the agreement is as provided by treaty, which does not permit of any alteration. The period of service is set down at five years. The immigrant is bound to work six days of nine and a half hours weekly, and the wages are fixed at seven dollars a month, to be paid at the expiration of each month. Food is also to be provided for the labourer on the scale of eight ounces of meat, or an equivalent quantity (not specified) of fish, and 2½ lbs. of other articles not specified, but which must be wholesome and good. Free medical attendance is also to be provided; and at the expiration of the five years, or in case of incurable sickness, fifty dollars to pay a return passage to China are also stipulated for, as well as a suit of clothes and a blanket yearly. Other clauses provide for the immigrant's protection in various ways, and give facilities for his applying part of his wages for the support of his family in China if he should see fit to do so. Altogether the terms of the proposed agreement are liberal and most favourable for the labourer. Nevertheless, will they hold out a sufficient inducement to the coolies of the Amoy and Swatow districts to abandon their homes and families for five years? It is true that a large amount of the Chinese emigrants to the Indian Archipelago and the Philippine Isles have been from those districts, but then there are no restrictions as to time or place, while the married men emigrated with their families. In saying this we are not intending to throw cold water on the project with such a laudable object in view, but simply to point out that a similar attempt to induce the cotton cultivators in the Shanghai district to emigrate to Queensland failed in consequeuce of not encouraging family emigration. However, we wish success to the movement, and will watch its progress with much interest should it come into operation.

THOSE of our readers who take an interest in Archæological research will be well pleased to learn that the Governor of Ceylon has received the sanction of the Secretary of State to the prosecution of much more extended explorations of the ancient remains scattered over the island than any that have hitherto been carried on. A gentleman versed in Pali lore has been selected for the work, and we believe the task of exploration and illustration will be prosecuted with energy. We are glad to be able to announce this fact, as there is a wide field for research in Ceylon, promising results almost as extensive and fully as interesting as any explorations in Nineveh or Egypt. It is to be hoped the result of all this outlay and labour will some day be allowed to see the light, for the instruction of students of ancient history.

IN our Hong Kong news of the last issue a paragraph appeared from a Hong Kong paper stating that Mr. HENDERSON, who had been authorised by the Chinese Government to proceed to England, was an American. This is not so; our friend, Mr. JAMES HENDERSON, who has safely arrived in this country, is a well-known Britisher.

CUSTOMS REPORT ON THE TRADE OF CHINA.

The *Customs Gazette* for the quarter ending June, 1874, supplies the following statistics of the trade of the various ports as compared with the corresponding period in 1873:—

TIENTSIN.—The tonnage figures are rather higher than last year, and most of the imports show an increase, nearly all cotton goods being higher. The revenue for 1874 is Tls. 104,026, while in 1873 it was Tls. 80,331.

NEWCHANG.—The tonnage figures are considerably higher. In imports cotton goods are lower, while sundries are higher. The revenue shows an increase, the figures being Tls. 73,818, as against Tls. 56,570 in 1873.

CHEFOO.—The tonnage figures are higher, as are many of the imports. The exports show no important change. The revenue shows an important increase, the figures for 1874 being Tls. 80,378, against Tls. 63,816 in 1873.

HANKOW.—The tonnage figures are considerably higher, the "entered" being 103,098 tons this quarter, as against 73,038 in 1873, while the "cleared" is 102,433 tons, against 75,256 last year. The imports show no marked change, while the exports are very slightly lower as a rule. The revenue shows a decrease, the figures this year being Tls. 588,540, against Tls. 664,922 in 1873.

KIUKIANG.—The tonnage figures are higher. The imports are nearly all higher, while the exports present no material change. The revenue figures are in excess of last year; the totals being, 1874, Tls. 244,451; 1873, Tls. 234,917.

CHINKIANG.—The tonnage figures show a marked increase this quarter. In imports grey shirtings are higher, but there is no important alteration in other goods. In exports the changes are trifling. The revenue is slightly lower, the figures this quarter being, Tls. 33,283, as against Tls. 39,587 in 1873.

SHANGHAI.—The tonnage entered this quarter is 315,842 tons, against 296,133 in the same quarter in 1873, while the "cleared" is 308,037 tons, against 276,080 last year. The import of opium is almost the same as in the corresponding quarter last year, while the import figures of shirtings are rather higher. There are many fluctuations in the various descriptions, but no serious falling off. The exports are, as a rule, about the same. The revenue figures this quarter are, Tls. 825,264, against Tls. 794,531 last year.

NINGPO.—The tonnage figures show a slight decrease. The imports and exports show scarcely any change, while the revenue figures are Tls. 104,844, against Tls. 113,367 last year.

FOOCHOW.—The tonnage, "entered" and "cleared," is almost the same as last quarter. The import of cotton goods is higher, but in other descriptions there is no important change. Exports are slightly higher. The revenue shows an important increase, the figures being Tls. 422,015 this year, against Tls. 211,183 last year.

TAMSUI (FORMOSA).—The tonnage this quarter is nearly four times as much as in 1873. The imports are nearly all slightly higher, while the export of coal is considerably lower. The revenue has increased from Tls. 28,669 in 1873 to Tls. 33,283 in 1874.

TAKOW (FORMOSA).—The tonnage figures are nearly the same. The imports and exports as a rule are higher, and the revenue shows a slight increase.

AMOY.—The tonnage figures show a slight falling off. Most of the imports are higher, although the change is not important. In exports hemp bags show a falling off, while kettysols are higher. The revenue has increased from Tls. 80,101 in 1873 to Tls. 107,932 in 1874.

SWATOW.—The tonnage is nearly the same as in the corresponding quarter of last year. The import figures are nearly all higher, while the exports show no great change. The revenue is higher, the figures this year being Tls. 193,679, against Tls. 174,980.

CANTON.—The tonnage figures remain very much the same as in 1873. The imports, as a rule, are higher, although not to any great extent. The exports are about the same. The revenue this year is Tls. 227,930, while last year it was Tls. 218,570.

MEETING OF THE P. AND O. COMPANY.

The annual meeting of the P. and O. Company was held on the 4th inst., at the Company's offices in Leadenhall-street; Mr. P. D. HADOW in the chair. The SECRETARY (Mr. A. M. Bethune) read the notice calling the meeting, and the report of the directors (which appeared in our last issue) was taken as read.

The CHAIRMAN said the report submitted that day was of more than ordinary interest to the proprietors, and the questions were of a gravity greater than usual. As a natural consequence, the period under review had been one of unusual labour and anxiety to the board of directors, who had endeavoured, as hitherto, to conduct the Company's affairs in the best interests of the shareholders generally, and he trusted the board would receive upon that occasion, as they had upon so many previous ones, the hearty and liberal support of the shareholders. Upon former occasions he had compared the results of one year with another, and following up the wholesome custom he would proceed by commenting upon the report and accounts generally. At the outset, however, he felt bound to say that it had been the desire of the directors to make the report as full and explicit as possible; it was of more than ordinary length, and he could add nothing to it. Those shareholders who had read it carefully through would be thoroughly conversant with the position of the Company. In the present capital account, as compared with that of 1873, there was an increase of £300,000; the assets of this year being £4,736,000, against £4,412,000 last year. On the other hand, the Company's stock in ships was greater. There was also a large increase in the stock of coals and other stores, making a difference of £194,000. Then, on the other side, there was an increase in the liabilities of £340,000, so that the reserve fund was left at the same amount at which it had stood last year. With regard to the revenue, the gross expenditure of the Company for 1874, as compared with last year, was £42,000 in excess. That was owing to an increase in the price of provisions and various other things. The increased earnings of the year had amounted to £16,887, and that deducted from the sum just mentioned made a difference of £23,000 against the past year, which was nearly equivalent to a falling off of one per cent. in the dividend they now proposed to the proprietors. In the receipts of freight for goods there was an increase of £74,000; on the other hand, there was a slight decrease in their passenger money, amounting to £26,000, owing to rather fewer people travelling to India, and also to the great competition existing on the part of independent steamers. With regard to the mail contract, there was also a decrease of £35,000, owing to the new contract coming into force. There was also a small loss of £2,800 upon the Italian Government mail contract, in consequence of the receipts this year being for twelve instead of fourteen months, as in the account for 1873. The result of those figures showed a total increase of earnings of £16,800. In the increased expenditure there was an increase in the cost of victualling passengers, also in the Canal duties, which latter amounted to £56,800, the Company's ships going now uniformly through the Suez Canal during the whole of the year. There was also shown an increase

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in the discount account, and one to a considerable amount—£2,300—in the repairs account, exclusive of the extraordinary repairs account, alluded to in the report. A slight increase was also apparent in the interest on debentures, owing to a small portion having been again renewed, amounting to £4,000. Then on the other side of the account there were shown a decrease in the amounts of coals consumed of 10,784 tons, representing a saving of £56,000; in wages and port dues a net decrease of £27,087; in the transit dues £18,897; in office expenses £4,000 (and he hoped next year there would be a further decrease); and in the moneys paid to the South-Western Railway a decrease of £11,697, which was owing to the Company now bringing their ships up to London instead of stopping at Southampton. Now the result of those figures went to show that during the past year the company had incurred an increased expenditure amounting to £40,137, as against an increase in earnings of £16,800, showing a balance of about £23,000 less than in the previous year. As regarded other matters, they were so fully stated in the report that it was not necessary for him to touch upon them further. The proprietors would have seen that the Company had increased its tonnage by 4,000 tons during the year. They had supplied various ships with new boilers, and in other respects made them perfectly suitable for the Canal traffic. In the report the sale of the *Madras* upon advantageous terms had been noticed; since the close of the financial year they had succeeded in selling another vessel at a very good price, seeing that she had become useless for the purposes of the Company's traffic. The Board intended to preserve that policy of selling all ships until they had got rid of them all, and until they had a fleet adapted in every respect for the exigencies of the new class of traffic that had sprung up since the opening of the Canal. (Hear, hear.) With regard to the underwriting account, they had again to congratulate the shareholders upon the fact that the Company had not sustained a single loss during the past year. He desired now to repeat that which he had said on previous occasions, that under Providence they owed a deep debt of gratitude to their commanding officers, to whose zeal, activity, and prudence this exemption from loss was mainly due. (Hear.) One of the items charged against the underwriting account was in respect to a collision between one of the Company's steamers and a Norwegian vessel outside the harbour of Hong Kong, and the other referred to the stranding of the *Bokhara* upon a sunken rock, also in the vicinity of Hong Kong. The total charges against that account amounted to only £15,948. The balance of the account, after giving the proprietors 2 per cent., was carried to the Renewal Account. He would not detain the meeting long upon that renewal account with which the report dealt, he thought, completely. In the year 1867, when the company entered upon the new contract with the Government, it had just issued the new capital, and at that time the fleet represented 82,000 tons, whereas at the present time the fleet comprised 122,000 tons, and during that time twenty-two steamers had been added to the fleet at a cost of £2,000,000. All that had been done without calling upon the shareholders for a penny, and during all that time the shareholders had received a very fair dividend for the money embarked in the Company. Had the board given the shareholders a larger dividend the fleet would not have been in so good a position. (Loud cheers.) He thought that the shareholders would give the board credit for having acted with prudence and foresight. (Renewed cheers.) Having described the negotiations pending with the late Government for the carriage of the mails through the Suez Canal and the failure, he proceeded to say that the negotiations had to be opened with the present Government, which ended, near the close of the session, by the Company being allowed to take that route for the mails by submitting to a reduction of £20,000 in the subsidy. There had been a partial separation from the port of Southampton, which the Company had used for so many years, but the opening of the Suez Canal had revolutionised the traffic, and the Company had no alternative but to bring their ships to London for merchandise, but they would still continue to use Southampton for the embarkation of passengers and mails. He then referred to the great loss the Company had sustained by the death of the late Mr. J. Allan, who had been connected with the Company from its earliest commencement, having always had the full confidence of the board. He was a managing director since 1849, and was a very kind friend to all in the employment of the Company.—Mr. Thurburn seconded the resolution for the adoption of the report.

Captain Bain criticised the accounts at some length, and contended that the board ought not to pay any dividend, and read a very verbose statement tending, in his opinion, to bear out his argument.—Mr. Davis complained that a gentleman holding only £10 in the company should endeavour to damage the property by making such statements as had been put forward that day. He thought that the shareholders were to be congratulated upon having such able officers as they had. He considered that the Government had behaved very shabbily and unhandsomely in reducing the subsidy when the Company was allowed to go through the Suez Canal. He regretted that there had been a partial severance of the connection with Southampton, and believed that the only mistake the board had made was in bringing the vessels to London. The Company had run to Southampton for thirty-four years, and had not lost £500 by mishaps during the whole period.

Mr. Gliddon supported the adoption of the report. It was natural that there should be some tinge of regret in removing from Southampton, but as they had been told it was an absolute necessity, and therefore the board were right. He rejoiced to find that in every particular where economy was practicable there had been a reduction. Alluding to the reduction of the subsidy, he said that every consideration had been thrown overboard in order to get the credit in Parliament of having screwed £20,000 out of the Company.—Mr. Hovenden wished for more detailed accounts.—Mr. Badderling desired to know at what time the new fleet would be complete.

The Chairman said he could not pledge the board as to the time when the entire reconstruction of the fleet would be completed. A very great deal had been done, but nearly every day there were various improvements cropping up, and the board could only keep the fleet up to the highest standard in order to meed the requirements of modern traffic. He could not tell what the shareholders might expect when the whole fleet was reconstructed; he could only say that when it was completed this Company would be on a par with all others engaged in the trade, and might expect a better return.

Mr. Jones was very pleased with the dividend, which he thought almost wonderful when the difference in the price charged for carrying was considered. He thought something might be done in the way of obtaining a better supply of coal at a lower price. The Chairman said that the Company was using much larger quantities of Indian coal than before, and also Australian coal, but the difference in price was more than compensated for by the extra amount consumed consequent upon the inferior quality of the coal.

The report and accounts were unanimously adopted, and the dividend declared. Votes of thanks were unanimously accorded to the Chairman and directors, to the commanders and officers, and to the secretary and staff, and the proceedings terminated.

SUICIDE NOT MURDER.

(To the Editor of the *London and China Telegraph.*)

Sir,—Some months ago the *Straits Times* treated its readers to an invective against Lord Stanley of Alderley for having called attention to a charge which had been publicly made against Sir H. Ord, of having received presents during his Governorship. According to the editor of that journal, his lordship had uttered a "cowardly and base" libel, founded on mere "hearsay and frivolous grounds," and was deserving of "exceptional punishment." I took the liberty of mentioning in your columns the somewhat comical fact that the statement thus stigmatised had first appeared in the eloquent editor's own paper, if not editorially at least without a word of dissent or objection; and I gather from the last number of the same paper which has reached me that the editor did not feel happy when he found himself caught in so flagrant a predicament. He has sought, indeed, some comfort in his misfortune in reflecting on the shocking combination of "animosity," "ignorance," "iniquity," and "Jesuitism," and so on, which manifestly characterise that "superior person" who showed him up. So far as it relieves a mind in trouble, such language is natural and harmless, but I fear I must add, it is irrelevant; and I cannot allow him to escape under its clatter from his unpleasant fix. His explanation is that he did not *write* the libel; that it was written by a resident in good faith and ready to take the consequences; and that it was inserted under a solemn sense of obligation to give publicity to everybody's "views" and most "divergent opinions." It is true, the editor believed that the "views and opinions" in question, as he now euphemistically styles them, were neither more nor less than a false and scandalous libel; but this consideration does not seem to affect his notions of duty and obligation. So far, nobody is to blame, according to him; not the writer who writes in good faith and is ready to pay damages or go to jail for the publication; nor the editor who disseminates the poison without labelling it, under his own exalted sense of duty. There never were such a pair of innocents since the two nuns in "Tristram Shandy," who saved themselves from the sin of swearing at their mule by dividing the utterance of the bad words, each pronouncing only one syllable.

With this picture of Arcadian simplicity, however, I have no concern. Whether the editor wrote, or suffered another to write, the supposed libel in his paper is immaterial to the matter in hand, and it is equally unimportant whether the writer was malicious or honest, though I have no doubt of his good faith. What the editor has to establish is that he is not only entitled to publish what he knows to be untrue and scandalous, but afterwards to abuse those who repeat his scandalous publication in enquiring whether it is true. He cannot alter the simple fact that he grossly attacked a member of the Legislature as a libeller for having reproduced in the House of Lords a statement which was printed and published in the editor's own paper, if not editorially, at least without a word of dissent or objection, and, as he tells us in addition, with the fullest belief that it was untrue; and not all his protestations that he did not write the libel, but repudiated it by silently lending it his means of circulation, nor yet all the armoury of the scold can save him from the exceeding discomfort of finding himself skewered on the little spit on which he fancied himself securely roasting very different game.—I am, &c., A. B.

Nov. 26, 1874.

Naval and Military.

The Fly, double-screw composite gunboat, 4 guns, 584 (464) tons burthen, 489 (120) horse power, Commander John Bruce (1871), which sailed from Plymouth on the 27th ult. for the China station, had to put into Falmouth in consequence of the stormy weather, but she proceeded on the 30th ult. The following are the names of the officers of the Fly:—

Commander, John Bruce; Lieutenant, W. C. C. Forsyth; Sub-Lieut., Duncan M. Ross; Nav.-Sub-Lieut., Edward W. Wild; Surgeon, Edward T. Lloyd; Assistant-Paymaster, in charge, George V. Rashleigh; Engineer, William Bremner; Boatswain, second-class, George Vosper; Assistant-Engineer, first-class, Frederick C. Rogers; Assistant-Engineer, second-class, John K. Medlen.

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The corvette Cadmus, recently returned from China, was paid off at Devonport on the 26th ult. A serious matter has had to be investigated on board this ship. It is the custom for ships before coming into harbour to disembark their powder and live shells in the Sound. This order was supposed to have been adhered to by the officers of the Cadmus, but when in the harbour, and returning to the gun wharf her guns, shot, and empty shell, several live shells were found mixed with the empty ones. Had one of these fallen heavily during removal, a terrific and disastrous explosion would probably have occurred. An inquiry into the matter resulted in a court-martial being held, when the gunner, Mr. W. J. Toull, was tried on two charges: 1st. Negligently performing his duty on the 7th ult. by not inserting the proper plugs in six filled shells before they were removed to a lighter alongside waiting to receive them. 2nd. For placing in a deal box four signal lights without cover, &c. Mr. Toull pleaded "Guilty," but in consideration of the high character given by his captain and the excellent testimonials he produced, the Court only adjudged him to be severely reprimanded and dismissed his ship.

The Audacious, flag-ship of the China Squadron, reached Suez on the 3rd inst., on her passage out. During the stay of the Audacious at Malta the Commander-in-Chief, the Hon. Sir James R. Drummond, entertained Vice-Admiral Ryder and staff at dinner, at the Admiralty House, and Vice-Admiral Ryder gave a return dinner on board the Audacious, Rear-Admiral Inglefield, the captains of the Channel Squadron, and the respective staffs of the flag officers, being amongst the guests.

The Admiralty, since the recent lamentable loss of life at Ardrossan, by the wreck of the steamer Chusan, have become impressed with the necessity of increasing the complement of some of the Coastguard stations on the coast of Scotland and elsewhere, and volunteers from H.M.'s ships at the home ports are to be called for to meet such increase.

Arrangements have been made between the India-office and the Admiralty for the appointment of six navigating officers to the Glasgow, flagship of the East India station, for the purpose of completing the marine survey of India.

The Rinaldo, screw sloop (recently returned from the China station), has been examined at Portsmouth, to ascertain if she could be fitted for the Arctic Expedition. It has been found, however, that she is too weak for such service.

Surgeon-Major T. Moorhead, M.D., who is to relieve Deputy-Surgeon-General A. Crocker, in medical charge at Hong Kong, is about to be promoted to the rank of a deputy-surgeon-general.

Captain George S. Nares, of Her Majesty's ship Challenger, has been selected to command the Arctic expedition, and will return to England from China by the first mail.

The sloop Egeria, Commander Turton, reached Malta on the 1st inst., and was to sail next day for China.

Lieutenant H. P. W. Nicholls, of the Royal Engineers, has been ordered home from Ceylon.

Quartermaster Belt, of the 80th Regiment, serving at Hong Kong, has been invalided.

THE CHINESE COOLIE TRAFFIC.

On the 1st inst. a meeting of the Aborigines' Protection Society was held in the Friends' Meeting-house. There was a large attendance; the chair was occupied by Sir H. Wingfield, and the appointed speakers included the Hon. Evelyn Ashley, M.P., Mr. Alderman M'Arthur, M.P., Mr. R. N. Fowler, M.P., Mr. A. M'Arthur M.P., Sir C. Swamy, member of the Legislative Council of Ceylon; and Mr. Ng. Achoy.

The object of the meeting will be best understood from the text of the resolutions, which were carried unanimously:—"That the protection of the aboriginal and other native populations which acknowledge the authority or are subject to the influence of Great Britain is a duty imperatively binding on the British Government; and that having regard to the lamentable state of affairs existing in various parts of the globe—especially to kidnapping in the South Seas, the enslavement or cruel treatment of natives in South Africa, the practice of slavery on the Gold Coast, and the abuses which are proved to exist in connection with the Indian and Chinese coolie traffic—this meeting trusts that Her Majesty's Government will persevere in its efforts to secure justice for the coloured races." "That the chairman be requested to forward a copy of the foregoing resolution to the Earl of Carnarvon, Secretary of State for the Colonies, and at the same time to express to his Lordship the thanks of this meeting for the steps he has taken to suppress the iniquities of the Polynesian labour trade." "That this meeting desires to thank the Earl of Kimberley, the late Secretary of State for the Colonies, for his despatch prohibiting coolie ships from refitting in the harbour of Hong Kong—a despatch which dealt a death-blow at the Macao slave trade, leading as it did to the immediate suppression by the Portuguese Government of that nefarious traffic; and this meeting, believing that the Chinese who are employed as indentured labourers in Cuba and Peru are to all intents and purposes treated as slaves, and that any promises of greater protection to them would prove wholly illusory, earnestly hopes that Her Majesty's Government will, by every legitimate means in its power, discourage the immigration of Chinese to those countries, except on the basis of free labour."

The Hon. E. Ashley bespoke the attention of the society to the treatment of the native races of India by Europeans. He quoted a passage from a report made to the Governor of Bombay some years ago, by the Commissioner of Scinde, Lieutenant-Colonel Jacob, who said that throughout British India men were made to work for no pay or insufficient pay, and that the condition of the peasantry was thus reduced to one of slavery. Sir C. Swamy, in the course of his speech, complained in general terms of the contempt of white men for the coloured races; and the Chinese gentlemen warned the meeting that the coloured races would not be beaten so easily in the future as they had been in the past. After Mr. Ashley had left the meeting two gentlemen rose in the body of the room and declared that, having themselves lived many years in India, they believed the picture quoted to be a very exaggerated one, and that there was practically no more oppression in India than was to be found in England. These declarations were received with cheers. In his opening remarks the chairman referred to the recent inquiry in the Mauritius by a commission, whose report, he anticipated, would condemn very strongly the colonial laws and regulations affecting the coolies. He traced the evils existing there to the desire of the employers to make the coolies renew their engagements, and so prevent their becoming free labourers. This and other references to the Mauritius brought up a gentleman who described himself as a member of its Legislative Council, and who with great earnestness and fluency contended that coolies were much better off in the island than in the country they left, and complained that their importation, under regulations sanctioned by the British Government, was described by the term "coolie traffic," which was also used to designate avowed kidnapping. If this were called the coolie traffic, that which went on in the Mauritius ought to be described as "immigration from India." The annexation of Fiji was referred to in terms of congratulation by the Chairman, and was spoken of more fully by Mr. W. M'Arthur, M.P., who rejoiced that rumours of disorder in Fiji had been contradicted. The chief had gone to Sydney, and the last report from Fiji was that the manufacture of sugar was making excellent progress; a first shipment of about a ton had been made to Sydney. Cotton-picking was nearly over, and the crop had proved highly satisfactory to the planters both as to quantity and quality. We had reason to be thankful for the settlement, which had averted an impending calamity. As slavers were now adopting the French and German flags, he hoped our Government would enter into arrangements with the French and German Governments to put all slavery down. He did not wish to interfere with a healthy labour traffic so long as personal freedom was secured.

Mr. Ng. Achoy's speech was as follows:—Mr. Chairman, ladies, and gentlemen, in rising at the call of your worthy chairman to say a few words, I am not quite sure if the topics I am about to touch upon are not already familiar to most of you. And I may say you cannot expect otherwise when you call upon a native of the Celestial Empire—as the Europeans generally apply that term to China—to speak. Probably some of you are aware that we Chinese are conservative people. I use the word conservative literally, and not in the popular sense generally understood in this country, which applies to one of the great political parties. When I say my countrymen are conservative, I mean that they are strict adherers of their old customs and manners, and staunch supporters of their ancient institutions; that they are proud of their fatherland, and are quite content to remain in their own country. Indeed, our motto is something to this effect: happy is the man that was born in his own country, spends all the days of his life in his own country, and will die in his own country. I need scarcely remark that I cannot enjoy that happiness, because I I have left my country and come all the way to England. But coming from such a conservative country as I have you cannot expect me to deal with the various questions put forth for discussion to-night, and I shall therefore confine my remarks only to one qestion—*i.e*, the coolie traffic—which came to my knowledge. Now coolie trade in China, with a very few exceptions, is nothing less than a disguised slave trade. I may, perhaps, say it is worse than slave trade, because the latter, where it is carried on, is well known to all. Every one knows what a slave is, and the evil consequences of slavery; whereas coolie traffic is calculated to mislead people. It assumes a false form, its real character is not so apparent and the magnitude of its evils is not so generally known. Until a few months ago, Macao, a Portuguese settlement at the entrance of the Canton River, has been the chief depot for the coolie traffic. Barracoons were established everywhere in that port, and coolie agents were sent round to different adjacent places and to the interior of China for the purpose of recruiting coolies to supply the market. The means used by the crimps to entice the unwary people were various, and the speaker here entered into some details as to the tricks invented by them to entrap the coolies. Once fallen into their hands, the chances for the coolie's release were very little. His consent was often extorted from him by intimidations, threats, and ill-treatment, and if the coolie still refused to emigrate after such treatment, another person was sent to answer his name and sign the contract for him but on the day of embarkation the unwilling coolie was sent on board with others, under a guard of soldiers. Not only the ignorant and simple people were easily entrapped and decoyed away from their homes, but the educated and intelligent men were liable to be forcibly carried off. The speaker here gave some instances from his own knowledge. This deplorable state of things has now ceased to exist, and the coolie traffic in Macao has been stopped since March last, and I hope for ever. And here I may take the opportunity, on behalf of my countrymen, of thanking the chairman and the several members of Parliament for having taken such a deep interest in the coolie question, and for bringing the subject before the Parliament, and also the members of this society for their indefatigable exertions in exposing the evils of this nefarious trade. I must not omit, amongst others, the name of Sir John Smale, Chief Justice of Hong Kong, who is one of the bitterest enemies to the Macao coolie traffic. I believe that it was mainly owing to the efforts of such men, combined with the influence of the several Christian nations brought to bear upon the Government of Lisbon, that that desirable object was brought about. But though it has been stopped, it would do well to keep a vigilant watch over Macao. For many years the coolie traffic has been a great source of revenue to that colony, and of great profit to the coolie agents, and that the stoppage of this trade must be a serious blow to that colony. It may not be at all improbable that the coolie agents would exert their utmost influence to get the order of Lisbon cancelled, with a view to revive the trade. In fact, it was rumoured some time ago that an attempt was being made in that direction.

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Therefore it is necessary to keep an eye on that colony in order to prevent the coolie traffic being revived. Now though the coolie trade in Macao is put an end to, there remains something to be done in another direction. I mean the coolies in Cuba and Peru, where they are treated with great cruelty and unparalleled inhumanity. I have been told they are made to work from morning to night without cessation, they are not allowed sufficient food, and they are illtreated and beaten without just cause. When the time of their contract expires they are not permitted to be free, but are immediately taken up and compelled to serve another long term of service. Thus they are actual slaves. Why, the convicts in England are in a better situation than they are! It puts me in mind that the afflictions endured by the Israelites in ancient times under the Egyptian taskmasters, which called forth the vengeance of God and their deliverance by Moses, were nothing when compared with the present sufferings of my countrymen in Peru and Cuba. Something, therefore, must be done and ought to be done to alleviate their sufferings and lighten their burdens, and I appeal to the members of Parliament and to this society, who have hitherto done so much good in the cause of humanity, that they will take this matter up and urge it on the attention of H.M.'s Government to use their influence and interference on behalf of those sufferers. Before resuming my seat, there is another topic, Sir, upon which, with your permission, I wish to touch; though the subject has no direct reference to the coolie trade, it is still closely allied to it. I refer to the Chinese emigrants in California, who, I hear, are placed under hardships and disabilities. When a Chinaman arrives in San Francisco, before he is allowed to land, he has to pay a capitation tax. While resident there he is denied the privileges of citizenship. He has no vote, and worst of all, his evidence is not received in a Court of Justice. Therefore, if a man murders a Chinaman in San Francisco, in open day-light, in the presence of, say, one hundred Chinese, the testimony of all these eye-witnesses will not be taken, and the murderer will be allowed to escape scot-free. Last year a law was passed there which required a certain space of room for the abode of each Chinese under a heavy penalty, and if a house was found to contain more Chinese than the dimensions of the house would warrant, according to that law, the extra number of Chinese would be brought up, fined and imprisoned. By the operation of this law hundreds of my countrymen in San Francisco were imprisoned. The leading Chinese there were terrified at this, and fearing that the influx of emigrants brought over by each Pacific mail steamer would only increase the number of prisoners in gaol, they sent a telegram to the Chinese merchants in Hong Kong, earnestly entreating them that they would warn the future emigrants against the danger they were running into, and persuade them not to emigrate. Now, in order that the injustice of such conduct on the part of Americans in California might be more apparent, let me reverse the case for a moment. Supposing the Chinese Government were to impose similar restrictions on the American residents in China, supposing they were treated in the same way as my countrymen in San Francisco are, would they quietly submit to such treatment? and would the American Government tolerate it? Certainly not. I make no doubt they would declare war against China if the oppression was not at once removed; and why then do they impose hardships on others which they themselves would not like to bear? Such conduct is unfair, and contrary to the principle of justice. In bringing this subject before the meeting, I wish attention would be drawn to the grievance, in order that influence and pressure might be brought to bear upon the Government in California, with a view to remove the restrictions under which my countrymen there are labouring.

At the Bedford Institute, Spitalfields, on the 25th ult., Mr. Edmund Wheatley, of the Imperial Maritime Customs, delivered a lecture called "To China and Back in Sixty Minutes." The lecturer dealt chiefly with the humorous side of Chinese life, and exhibited a number of native pictures, curios, &c. Reference was also made to missionary work and temperance effort among sailors.

The Emperor of Japan has ordered a handsome State chariot, together with a suite of other carriages and harness, of Messrs. Laurie and Marner, of Oxford-street. These carriages were on view for some time, and attracted many visitors.

We regret to learn that the Rev. J. Hudson Taylor, of the Inland China Mission, who arrived in England last month, is still suffering from the effects of a fall on board a Yangtsze steamer some time ago. Absolute rest is insisted on by his medical advisers.

The French *Journal Officiel* announces that the *exequatur* has been given to Nakamura Hiroyasu, Japanese Consul at Marseilles.

Six young French missionaries have left Marseilles for Cochin China and Japan.

It is stated that Kwong-Ki-Chin, a commissioner appointed by the Chinese Government to superintend the education of Chinese youths in the United States, has placed thirty young Chinamen in Harvard College, and is now making a tour of the country. He had an interview with President Grant on the 14th ult.

The China Trans-Pacific Steamship Company's steamer *Vancouver*, Capt. Thomas Shaw, arrived at San Francisco from Yokohama and Hong Kong on the 30th ult.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

Amsterdam, Dec. 2.

We have had a very busy Parliamentary week, and a concatenation of events. Mr. Kappeyne has delivered a speech, setting forth the Liberal programme. He resuscitated a mass of old and well-known measures, which the Liberals have tried for several years in vain to realise. This eloquent speech made scarcely any impression, at least in the Chamber, being actually received with hilarity on the benches of the Left. It may be that his programme-speech was made in earnest, but it looks very doubtful since that the speaker has always been the stumbling-block of the Liberal Cabinets. The second item of interest was the debate upon the motion of Messrs. Van Eck and Bredius, to avoid war by international arbitration, which was carried by thirty-five against thirty votes. This motion was based on the same principles as that which was brought forward by Mr. Henry Richard in England, by Mancini in Italy, and Jonas Jonasson in Sweden. The Minister for Foreign Affairs protested against the tenor of the motion, because it expressed something more than a wish, more than a declaration of approval, of the principle of arbitration, the Government being urged to take the initiative in its adoption. In the first clauses of the motion the Minister was invited to endeavour to establish arbitration as the means to settle international disputes, and secondly it was urged that no treaties should henceforth be concluded by Holland, without making arbitration a *sine qua non*. The time—Mr. de Villebois said—to address such an invitation to the Government was not opportune. He recalled all that had happened from 1856, when the commanders-in-chief of mighty armies met in Paris and approved of a proposal to settle disputes by arbitration until 1874, when the plenipotentiaries of the large Powers met again at Brussels, not to affirm the protocols of 1856, but to draw up new rules for war. And during this period we have had in 1859 a war with Italy, in 1864 a war with Denmark, in 1866 a war between Prussia and Austria, in 1870-71 a war between Germany and France. Of course he did not speak of our own war with Atchin. Can it now, he went on to say, be desirable that a Dutch Minister of Foreign Affairs should take, under such circumstances the initiative in introducing the principle of arbitration? He referred to the objections made by Mr. Gladstone to the motives of Mr. Richard and to the reserve shown by Visconti Venosta. Like his predecessor, the Minister is willing to co-operate with the promoters of the motion, but he is opposed to taking the initiative. The defenders of the proposal showed no great eloquence, and this, perhaps, caused the majority to be so very small. Moreover, I am quite convinced that those who supported the motion do not dream of any practical result; they regard it merely as a national cry for right against force

More amusing was the incident brought on the *tapis* by Mr. Kerens; this member very seldom participates in debates, but when he rises from his seat every member listens. He spoke for only a few seconds, but when he sat down an outburst of laughter followed. Even the Minister for Foreign Affairs had the greatest difficulty in maintaining his gravity. *Et pour cause*, Mr. Kerens had proposed that our Government should appoint an ambassador to Don Carlos, because large profits could be made by our traders in supplying the Carlists. The Minister took the trouble to answer this foolish demand by stating that Holland had already a representative at Madrid. Another item was a most eloquent speech of Mr. Kuyper, the leader of the anti-revolutionary party, who suggested that a law should be framed in order to settle the questions in dispute between capital and labour. He further wished that the Royal resolutions of 1815 and 1852 about the Reformed Church should be revoked. The Minister refused it, and sharply protested against any attempt being made to settle that vexed question of capital and labour by law. Mr. Wintgens blamed Mr. Kuyper for having used the Holy Bible as a basis for his theories in the Chamber; and was of opinion that this was "playing with petroleum." The Budgets of the Departments of Justice and Foreign Affairs have been approved of, and the debate about that of Home Affairs has been opened. Let me add that in the course of the debate the Minister de Villebois contradicted officially the report that the Government had forwarded a "memorandum" to Berlin about the Old-Catholics. Perhaps you will remember that a copy of this (said to be) "official" document was published by the *Vaderland*.

In the First Chamber the East India Budget was debated yesterday. Mr. Hartsen demonstrated that the Liberal policy had had no success in the last few years, and had led to no results of any importance. Messrs. Van de Putte and Cremers took part in this debate. Mr. Van Goltstein defended his Budget, and declared that he will carry out the policy of his predecessor, but in a more moderate form. The several chapters were approved of unanimously.

It has created a good deal of astonishment, not to say indignation, that Mr. C. P. K. Winckel (who was banished from Java because he had criticised the acts of the Governor-General) has asked for pardon in a most humiliating way. Of course Mr Loudon has granted it. The words of Mr. Winckel's memorial were such that every one was of opinion that it was a bad joke published by the papers. Some of our journalists in Java behave themselves in a very strange manner. Mr. Winckel has shown himself a coward, and Mr. Van Daalen, after having published the most scandalous articles, defends himself before the Court on the plea that it was not his intention to affront or insult the Governor-General. The journalists of Java do not seem to possess the *courage de leur opinion*, they don't seek to represent public opinion, but look for success in the publication of personal abuse, and when they are punished ask most humbly for pardon. These remarks are in accordance with the general tone of the press here.

General Van Swieten has again been annoyed by addresses of congratulation. It is, indeed, too bad to trouble the General with such absurdities.

I have to record a phenomenon in literature. An anonymous lady, only sixteen years old, has written a drama in the German language, *der Sturz des Hauses Alba*, which is pronounced to be excellent by the general voice of our *critici*.

In the village of Ginneken (North Brabant) a monument has been inaugurated, in the presence of the King, on the spot where the bones are buried of our brave soldiers who defended the citadel of Antwerp.

A committee has been formed at the Hague to establish a society to substitute cremation for interment.

SHIPPING.

Arrivals.—Nov. 26, at Texel, from Batavia, Industrie; 27, at Texel, from Tjilatjap, Henriette.

Departures.—Nov. 24, from Flushing, for Akyab, Michiels Loos; 26, from Brouwershaven, for Batavia, Jonge Jan, Jason; from Texel, for Macassar, Jan van Brakel; 28, from Brouwershaven, for Batavia, Robertus Hendrikus.

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Monetary and Commercial.

At the meeting of shareholders in the Peninsular and Oriental Steam Navigation Company, held on the 4th inst., the report and accounts were unanimously adopted, and the dividend declared. There was an average attendance of shareholders, and the discussion which took place was of a character most complimentary to the board. The chairman regretted that the dividend was not more, but thought that the full explanation given in the report already published would be sufficient.

The general meeting of the shareholders in the four telegraph companies amalgamated under the title of the Eastern Telegraph Company (Limited) was held at the Offices in Old Broad-street on the 3rd inst., under the presidency of Mr. John Pender, M.P. Three of the companies were formally completed in their liquidation, but the fourth was not quite completed. The report and accounts of the Anglo-Mediterranean, the British Indian, and the Falmouth, Gibraltar, and Malta were then adopted.

Tenders for £550,000 in bills on India were received on the 2nd inst. at the Bank of England. The amounts allotted were:—To Calcutta, £370,500; Bombay, £176,500; and Madras, £3,000. Tenders on all Presidencies at 1s. 10⅛d. will receive about 30 per cent.; above in full. Compared with the last occasion, a reduction of 1 per cent. is apparent in the rate, a result due to the recent relapse in the Eastern exchanges and the large shipment of silver to India on account of the German Government.

The directors of the London Chartered Bank of Australia will recommend a dividend at the rate of 8 per cent. per annum for the half-year ending the 30th June last. According to an abstract of the bank's operations, the balance of profit and loss is £40,140 4s., and the amount carried forward £9,104 12s. 9d.

The directors of the National Provincial Bank of England have declared a half-yearly dividend at the rate of 8 per cent. per annum, and a half-yearly bonus of 7 per cent., being at the rate of 22 per cent. per annum.

The directors of the Bank of British North America announce a half-yearly dividend at the rate of 10 per cent. per annum.

The Northern Assurance Company announce a dividend at the rate of 10 per cent. per annum.

The liquidators of the Bank of Hindustan, China, and Japan (Limited), Messrs. Allen, Engledue, and Macnair, will be prepared on and after the 8th inst. to pay a further return of 10s. per share upon all the fully paid-up shares of the bank.

There have been large arrivals of Bar Silver, amounting to £222,660, and this, coupled with the rise in the rate of Discount, made the market so flat that a reduction in price to 57¾d. per oz. had to be submitted to before the total could be placed. The demand for India was not sufficiently active to absorb the whole amount, and a considerable portion was therefore bought for Spain. The West India steamer brought about £200,000 of Mexican Dollars, the market was, however, depressed, owing to the China Exchanges being reported lower, and only a portion of this amount was sold at 56½d. per oz., about two-thirds remaining unsold.

The ordinary half-yearly meeting of the Ceylon Company (Limited) will be held at the offices of the Company, Palmerston-buildings, Old Broad-street, on the 15th instant, for the purpose of declaring an interim dividend.

The Eastern Telegraph Company's traffic receipts for the month of November amounted to £33,060, against £35,096 in the corresponding period of 1873. The traffic receipts of the Eastern Extension, Australasia, and China Telegraph Company (Limited), for the month amounted to £17,728, against £17,454 for the corresponding period of 1873.

Shipping Intelligence.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Nov26	Earl of Dufferin	Hackett	Yokohama	Liverpool
26	Lady Lisgar	Hughes	Singapore via Cardiff	Do.
26	Finzel	Deas	Anjer	Do.
	Amboyna (s.)	Vaneck	Java	Glasgow
	Pauline	Tyrer	Singapore and Penang	Do.
27	Scotland (s.)	James	Singapore, China, &c.	London
26	Deerhound	Shearer	Shanghai	Do.
23	Juno	Diederich	Hong Kong	Cuxhaven
27	Abano	Mathias	Yokohama via Cardiff	Liverpool
28	Kashgar	Williams	Hiogo via Middlesbro	Do.
26	Lincoln	Cunningham	Singapore	Shields
28	Pekin	—	Do.	Do.
30	Abbotsford (s.)	Mann	Peng., Singp., & Japan	London
30	Elgin (s.)	Miller	Galle, &c.	Do.
27	Saturnus	Wulff	Shanghai	Hamburg
30	Rollo	Way	Hong Kong	London
Dec. 1	Albatross	Kappalena	Do.	Cardiff
2	Glee Maiden	Cummins	Galle, via Cardiff	Liverpool
2	Glenisla	Watts	Penang	London
2	Kingdom of Saxony	Cooper	Singapore	Do.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Nov26	Nicola Tommaso	Vidovich	Singapore	London
27	Lotus (s.)	Castle	China, &c.	Do.
	Prince Umberto	—	Bassein	Liverpool
24	Mecca (s.)	—	Singapore	Marseilles
29	Buena Ventura (s.)	—	Manila	Liverpool
27	Aboyne	Swan	Colombo, &c.	London
	Lorton Vale	Anderson	Rangoon	Liverpool
	Flying Eagle	Crowell	Ilo Ilo and Manila	Sandy Hook
	Osceola	Nickerson	Zebu	Boston
30	Hypatia	Olive	Penang	London
Dec. 1	Joseph Dodd (s.)	Martin	Singapore, &c.	Do.
1	Mystery	Gibb	Colombo	Do.
Nov30	Equator	—	Batavia	Falmouth
16	Industrie	Wiedenaar	Do.	Texel
27	Henriette	Brouwer	Tjilatjap	Do.
Dec. 1	Ricardo A. Puccio	Magnone	Rangoon	Falmouth
1	Freya	Moller	Manila	Do.
Nov26	Jonge Jan	Aboerkerker	Batavia	Brouwershaven
26	Jason	Rusman	Do.	Do.
26	Robt. Hendrikus	Haagerats	Do.	Do.
28	Halia	Sly	Singapore	Marseilles
Oct.16	Camilo Cavour	Iriverri	Hong Kong	Callao
	Elmstone	Bragg	Manila	New York
	Kate Carnie	Wilson	Whampoa	Do.
Dec. 2	Antenor (s.)	Crompton	China, &c.	London
2	Meteor	Dircksen	Singapore	Falmouth
2	Glenartney (s.)	Keay	China, &c.	London
2	Artemisia Giannello	Celli	Rangoon	Falmouth
2	Ernesto Parodi	Dallaroso	Akyab	Do.
Oct.29	Boreal	Beaujeau	Saigon	Buenos Ayres
	Johanne	Bunge	Manila	New York
	Kandanghauer II.	Zeelt	Sourabaya	Do.
Dec. 3	Lammermuir	Maxted	China, &c.	London

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Scotland, Pardo. For Singapore, Hong Kong, Yokohama, and Hiogo: Wm. Batters. For Penang, Singapore, Hong Kong, and Shanghai: Ben Ledi, Bengal. For Singapore, Hong Kong, and Shanghai: Glamis Castle, State of Virginia, Glenartney. For Colombo, &c.: Colombo, St. Lawrence.

SAILING VESSELS.—For Yokohama and Hiogo: Satsuma. For Vladewostock and Nicolajefsk: Rowena. For Nicolajefsk: Genetiv. For Hong Kong: Balgownie. For Shanghai: Scindia, Sir Lancelot. For Chefoo, Tientsin, and Newchwang: Ousuri. For Penang: Zehlina. For Singapore: Edeline. For Colombo: Lucknow, Queensbury.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai: Hector (str.), Patroclus (str.), Diomed (str.). For Singapore and Manila: Buena Ventura (str.). For Singapore: Johan Lang. For Batavia and Sourabaya: Questembert.

At GLASGOW.—For Batavia and Sourabaya: W. M'Kinnon (str.)

At GREENOCK.—For Java: Staadsraad Van Ewyck.

SPOKEN.

P. H. F. E. (Dut. ship), Batavia to New York, Sept. 20, 36 S., 21 E.
R. B. L. Q., Cardiff to Singapore, Oct. 13, 7 N., 25 W.
SCAWFELL, London to Colombo, Oct. 17, 6 N., 24 W.
NAVAL BRIGADE, Singapore to Liverpool, Nov. 8, 21 N., 36 W.
AGNES MUIR, London to Shanghai, Sept. 11, 26 S., 24 W.
ULVA, Singapore to Falmouth, Oct. 26, 15 N., 30 W.
R. D. B. V. (Dut. barq.), Cardiff to Singapore, Oct. 13, 8 N., 24 W.
L. C. Q. W. (MORA), for Japan, Nov. 7, 9 S., 32 W.
Q.B.V.T. (AMARANTH), for Singapore, Nov. 13, 14 N., 26 W.
D.K.R.L. (?), Manila to Falmouth, Nov. 8, 18 N., 32 W.
MARY HICKS, London to Colombo (?), Nov. 3, off St. Helena.
TWEE CORNELISSEN, Cardiff to Atchin, Sept. 20, 3 N., 17 W.
OLIVE, Cardiff to Singapore, Sept. 24, 2 S., 23 W.
G.H. SOUTHARD, Cardiff to Singapore, Oct. 29, 37 S., 11 E.
CHRISTIAN BASHFIELD, Manila to New York, Oct. 23, 36 S., 19 E.
GAUCHO, London to Japan, Nov. 24, 38 N., 16 W.

FREIGHTS AND CHARTERS.

There is a very fair enquiry for high-classed steamers of good tonnage to load for Eastern ports, but rates are generally dull. Coal freights have an upward tendency.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. weight, 60s. meast. To Hiogo: 65s. weight or meast. To Nagasaki: 65s. weight, 70s. meast. To Shanghai: 60s. weight, 40s. meast. To Hong Kong: 55s. weight, 40s. meast. To Singapore: 55s. weight, 40s. meast. To Penang: 60s. weight, 40s. meast. To Colombo: 35s. weight or meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 35s. meast. To Hiogo: 45s. weight, 40s. meast. To Shanghai: 40s. weight, 25s. meast. To Chefoo, Tientsin, or Newchwang: 50s. weight, 45s. meast. To Hong Kong: 35s. weight, 25s. meast. To Singapore: 25s. weight or meast. To Colombo: 25s. weight or meast. To Penang: 30s. weight or meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Singapore: £25. To Penang: £25, f.c. To Batavia and Sourabaya: £28. To Galle: £23.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. to 38s. To Hong Kong: 32s. To Shanghai: 35s. To Singapore: 24s. to 25s. To Colombo: 23s. to 24s. To Galle: 22s. to 23s. To Manila: 25s. to 26s.

From Birkenhead, per ton.—To Hong Kong: 22s. To Shangha 27s. 6d. To Singapore: 18s.

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CASUALTIES.

Advices from Batavia, Oct. 10, state that the Laurens Coster, Zweede, from Pangool, had lost all her anchors, and was to replace them at Batavia.

A mutiny broke out during the evening of Nov. 23 on board the Nancy Pendleton (Amer. ship), Pendleton, soon after the vessel had left Penarth Dock, for Galle; it is said that several shots were fired by the officers, and one or more of the crew (coloured men) killed.

The Deerhound, Shearer, from London to Shanghai, has put back to the Downs, with loss of an anchor and sixty fathoms chain, and making much water, having been ashore on Greatstone Point at midnight; she was got off at 1 P.M., with the assistance of two steam tugs; is now at anchor, and has engaged twelve extra hands to assist at the pumps, and will probably return to the river as soon as the weather moderates (the above vessel has since been docked).

The Mirzapore (str.), bound to Calcutta, &c., was ashore at 6.20 A.M., Nov. 28, in the lower part of Gravesend Reach; vessel expected off this tide (the above steamer passed Dover Nov. 29).

GLASGOW, Nov. 28.—The stranded dock Sourabaya, which drove ashore at Ardmore Point during the late gale, has now been partially discharged, and Liverpool divers have already succeeded in stopping up some of the holes made in her bottom; should moderate weather continue an attempt is expected to be made next springs to float the vessel.

Advices from Manila, Oct. 15, state that the whole of the cargo of the Avenir (str.), which was seized off Ilo Ilo, has been confiscated and sold, although the vessel herself has been released (she left Manila, Oct. 4, for Macassar).

SINGAPORE, Nov. 30.—The Inverary, from Hong Kong, to Callao, has put in here leaky, having been ashore; she will discharge for survey.

The Amboyna (str.), Vaneck, from Glasgow, to Java, with a general cargo, put in to Falmouth, Dec. 1, with two boats smashed, decks leaky and other damage.

MISCELLANEOUS.

At PORT SAID.—Nov. 26, Gunga (str.), from London, to Singapore and Saigon; Montgomeryshire (str.), from London, to Singapore, China, &c.

At SUEZ.—Nov. 26, County of Sutherland (str.), from Java.

BELFAST.—Dec. 2, the Fewntin (? Terentia), Glasgow to Singapore, is reported to have put in this lough yesterday.

At MAURITIUS.—Oct. 18, Euphrem, from Monte Video, and sailed 30 for Galle.

The following vessels have been posted by the committee of Lloyds' as missing vessels:—Alejandro, Lorondo, which is reported to have sailed from Newport to Hong Kong on the 6th Feb. last, and the Hiawatha, Umness, which is reported to have sailed from Rangoon for Holland on Feb. 15 last.

Off ASCENSION.—Oct. 13, G.P.K.F., from Batavia to Amsterdam.

At ST. HELENA.—Oct. 23, Olivia Davies, Mantle, from Singapore, and sailed, 24, for New York; Nov. 2, Faith, Lloyd, from Whampoa, for London; 5, Golden Spur; 8, Tim Whiffler, Cotter, from Ilo Ilo, for London; 9, Janet Fergusson, Ritchie, from Manila, for Boston; 10, Dunbar Castle, Alston, from Ceylon, for London; 12, Java, Almgreen, from Sourabaya, for Falmouth; 18, Catherine Scott, from Ceylon, and sailed, 19, for New York; 17, Buston Vale, Anderson, and sailed, same day, for London; 14, Lepanto, Staples, from Batavia, and sailed, same day, for Boston; 12, Howden, Ditchburn, from Singapore, and sailed, same day, for Liverpool; 28, Dartmouth, Perrie (in charge, the master (Pizzy) having died at sea), from Shanghai, and sailed, same day, for London.

At SIMON'S BAY.—Catalina, Bengolia, and sailed, Oct. 31, for Batavia.

At ALGOA BAY.—Oct. 24, Gustav Adolphe, Oehlmann, from Hong Kong.

At TABLE BAY.—Canaan, Manson, and sailed, Oct. 25, for Java; Albert, Reid, and sailed, 24, for Galle.

Off ST. HELENA.—Nov. 7, Jessie McDonald, Sievewright, from Macao, and sailed, 8, for London.

The Lotus (str.), arrived at London, from China, &c., reports: Left Malta, Nov. 12, experienced a heavy gale from S.W., with a tremendous sea, and was obliged to ease the engines for six days.

A SCREW STEAMER, named the Groningen, has been launched on the Tyne at Low Walker, being a pioneer vessel for a new service between Rotterdam and Java. The Groningen is a vessel of 3,000 tons, her principal dimensions being—Length over all, 350 feet; beam, 37 feet; depth, 27 feet. The machinery is of the best description, on the compound surface condensing principle, with cylinder 43-in. and 81-in. by 45-in. stroke.

MESSRS. CAIRD AND CO. have launched from their yard at Greenock a screw steamer named the Sindora, of 1,134 tons, for the Netherlands India Steam Navigation Company. She is 255 feet in length, 37, moulded, in breadth, and 17 in depth. She has a partial awning deck, had her engines fitted in when launched, and is classed 100 A at Lloyds'.

DRUGS, CHEMICALS, &c.,

WHOLESALE AND FOR EXPORTATION.

DRUGS, &c., guaranteed genuine as imported, and PHARMACEUTICAL PREPARATIONS made in strict accordance with the Pharmacopœia.

All Orders accompanied by Drafts, or sent through Merchants, attended to promptly, and executed upon the best terms.

BAISS BROTHERS & CO.,

DRUG MERCHANTS, &c., GOVERNMENT CONTRACTORS FOR CHEMICALS, &c.,

102 LEADENHALL STREET, LONDON, E.C.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,

CHINA AND JAPAN AGENCY,

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GUERLAIN, 15, RUE DE LA PAIX, PARIS.—Veritable Ambrosial Cream for shaving, fashionable Perfumes for the handkerchief, Eau Lustrale for the hair, Eau de Cologne (préparation spéciale), Poudre de Cypris for the complexion, ni fard, ni bismuth ni produit chimique.

HOLLOWAY'S PILLS

Sir SAMUEL BAKER,

In his work on the Sources of the Nile, says:—

"I ordered my dragoman Mahomet to inform the "Faky that I was a doctor, and that I had the best "medicines at the service of the sick, with advice "gratis. In a short time I had many applicants, to "whom I served out a quantity of Holloway's Pills. "These are most useful to an explorer, as, possessing "unmistakable purgative properties, they create an "undeniable effect upon the patient, which satisfies "him of their value."

This fine Medicine cures all disorders of the Liver, Stomach, Kidneys and Bowels, is a Great PURIFIER of the BLOOD, and wonderfully efficacious in all ailments incidental to Females—young or aged.

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GENERAL COMMISSION MERCHANTS,

MILITARY EQUIPMENTS, &c.

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A YOUNG LADY, in her eighteenth year, is desirous of going to China or Calcutta. In return for her passage money, she is willing to devote her services to a Lady or Children.

Address, H. E., *London and China Telegraph*, 2, Cowper's-court, Cornhill, E.C.

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A HOME is offered to two or three LITTLE GIRLS, with high educational advantages, by a LADY who has lately parted with the children of an Indian officer. French resident Governess; fine locality, ten miles from London; detached house; good garden, &c. Terms, 50 Guineas.

A. B., Office of the *London and China Telegraph*, 2, Cowper's-court, Cornhill, London, E.C.

P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

K. de PIOTROWSKI,

COMMISSION MERCHANT & GENERAL AGENT

HIOGO-KOBE.

JAPAN.

Agent for the *London and China Express*.

THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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OVERLAND ROUTE and SUEZ CANAL. — Under contract for conveyance of H.M.'s Mails. — The PENINSULAR AND ORIENTAL COMPANY despatch their steamers from Southampton, via the SUEZ CANAL every Thursday, for Gibraltar, Malta, Port Said, Suez, Aden, and Bombay.

Every second Thursday for Ceylon, Madras, Calcutta, Straits, China, and Japan.

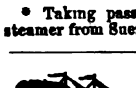
Corresponding steamers are despatched from Venice every Friday, and from Brindisi every Monday, to Alexandria, with the Overland portion of the mails and passengers.

For full particulars apply at the Company's Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons.	H.p.	...	...
Lombardy	2,723	450	Dec. 10	Mediterranean, Aden, Bombay.
*Mongolia .	3,833	530	Dec. 17	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Avoca ...	1,481	250	Dec. 24	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.



OVERLAND ROUTE via MARSEILLES and SUEZ CANAL. — MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET. — FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Amazone ...	Dec. 20 1875.	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Ava	Jan. 3		
Irrawaddy ...	Jan. 17		
Hoogly ...	Jan. 31		

The Steamers of the 20th Dec. and 17th Jan. connect at Aden with the Steamers for Reunion and Mauritius.

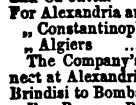
The Steamers of the 3rd Jan. and 31st Jan. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
" Constantinople ... ... " Saturday, 5 P.M
" Algiers ... ... " " "

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.



FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail.
Benledi, s.s.	1,557	Norris & Joyner...	Dec. 9
State of Virginia, s.s.	2,473	M'Gregor, Gow, & Co.	Dec. 8
Edeline	499	Wright Bros. & Co.	Dec. 20
Pardo, s.s.	1,194	Mors le Blanch ...	Dec. 9
Glenartney, s.s. ...	2,115	Mc'Gregor, Gow, & Co.	Dec. —
Hong Kong, s.s. ...	1,221	Norris & Joyner...	Jan. 5
Glamis Castle, s.s. ...	2,380	Thos. Skinner & Co.	Dec. 20
LIVERPOOL.			
Hector, s.s.... ...	1,523	Alfred Holt ...	Dec. 9
Diomed, s.s. ...	1,301	"	Dec. 22
GLASGOW.			
Singapore, s.s. ...	1,700	T. Skinner & Co.	Dec. 12
Bowen, s.s.	1,700	" "	Jan. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

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CAPITAL, fully paid up, £3,200,000.

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MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office

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Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

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PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

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Reserve Fund, $775,000.

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LONDON MANAGER—W. P. Varnier, 32, Lombard-street
BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

Diploma of Merit, Vienna Exhibition, 1873.

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THE most delicious SAUCE in the world to CHOPS, STEAKS, FISH, &c. Sold by all Grocers and Oilmen in bottles 6d., 1s., and 2s. each. Trade mark—Willow-pattern plate.

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THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s., 1s. 1½d., 2s., and 2s. 3d. each. Prepared by GOODALL, BACKHOUSE & CO., LEEDS.

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WALL LIGHTS AND LUSTRES FOR CHANDELIERS IN BRONZE AND ORMOLU

KEROSENE, MODERATOR AND OTHER LAMP FOR INDIA AND HOME USE.

TABLE GLASS OF ALL KINDS.

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(Registered in Berlin as a Limited Company, under Prussian Law.)

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RESERVE FUND—334,537 Thalers.

HEAD OFFICE, BERLIN—29, BURG STRASSE

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German Bank of London (Limited).

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AGENCIES.
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Port.	Ship.	Class.	Dock.	Last shipping day.
Pen., Sing., Hg. Kg., & Shanghai...	Benledi, s.s.	100 A1	S.W.I.D.	Dec. 9
Pen., Sing., H.K., Yoko. & Hiogo ...	HongKong s.s.	100 A1	S.W.I.D.	Jan. 5
Hong Kong	Balgownie ...	A1 9 yr.	E.I.D.	With des.
Chefoo, Tientsin, & Newchwng	Ousuri ...	8 yr. A1	E.I.D.	With des.

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Will be followed by the s.s. "Glenartney."

Steam via the Suez Canal. Last shipping day, 30th December.

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Steam via the Suez Canal. Last shipping day, 15th December.

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For Freight or Passage, apply to Messrs. JOHN SWIRE and SONS, 19, Billiter-street; or to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

Steam via the Suez Canal. Last shipping day, 19th December, 1874.

DIRECT FOR BATAVIA, SAMARANG, and SOURABAYA, taking goods at through rates for all Java ports, the Netherlands India Company's new mail steamship SINDORO, 100 A1, 1,135 tons register, 200-horse power nominal, 1,000-horse power effective; Victoria Docks. This powerful steamer, built by Messrs. Caird and Co., of Greenock, is the latest addition to the fleet of the Netherlands India Steam Navigation Company, and will steam twelve knots per hour.

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Hong Kong	GoldnSpur	A1 14 yr.	657	S.W.I.	With des
Hong Kong	Melbrek ...	A1 15 yr.	870	S.W.I.	To follow

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Hong Kong	Lothair	A1 16 yr.	E.I.D.	To follow
Shanghai ...	Sir Lancelot	A1 16 yr.	E.I.D.	With des.
Shanghai ...	Wylo	A1 16 yr.	E.I.D.	To follow

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Prinses Amalia ...	3,500 „	1,600 „	„
Voorwaarts ...	3,000 „	1,600 „	„
Prins Hendrik ...	3,000 „	1,600 „	„

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Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Dec. 7, 1874.

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 589.] LONDON, MONDAY, DEC. 14, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Dec. 11.
JAPAN—Yokohama	Sept. 4	Oct. 19	Oct. 27
Yedo			
Osaka and Hiogo	—	—	„ 18
Hakodadi			
Nagasaki	—	—	„ 20
CHINA—Peking	—	—	„ 18
Tien-tsin	—	—	„ 23
Chefoo	—	—	„ 16
New-chwang	—	—	„ 25
Hankow	Aug. 28	„ 16	„ 26
Kiu-kiang	—	—	„ 23
Chin-kiang	—	—	„ 11
Shanghai	Sept. 11	„ 26	„ 30
Ningpo	—	—	„ 27
Foochow	„ 11	„ 25	Nov. 1
Formosa	—	—	Oct. 24
Amoy	—	—	Nov. 2
Swatow	—	—	„ 3
Hong Kong	„ 18	„ 26	„ 5
Canton	—	—	„ 3
Macao	—	—	„ 4
PHILIPPINES—			
Manila	„ 18	„ 28	Oct. 31
COCHIN-CHINA			
Saigon	„ 25	„ 30	Nov. 9
SIAM — Bangkok	„ 11	„ 21	„ 3
BORNEO			
Labuan	—	—	„ 1
Sarawak	—	—	„ 3
JAVA — Batavia	„ 25	„ 28	„ 8
Samarang	—	—	„ 6
Sourabaya	—	—	„ 8
MALACCA STRAITS—			
Singapore	Oct. 9	Nov. 9	„ 13
Penang	„ 2	Oct. 30	„ 7
CEYLON—			
Galle	„ 23	Nov. 16	„ 18
Colombo	—	—	„ 16

THE MAILS, &c.

The French mail, bringing the above advices, was delivered, *via* Marseilles, on the 11th inst., being three days early. The next inward (P. and O.) mail, with advices Yokohama 3rd, Shanghai 6th, Hong Kong 12th, Singapore 19th Nov., which is due, *via* Brindisi, on Monday next, the 21st inst., left Alexandria yesterday, three days in advance of its due date.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Irawaddy*, arrived Dec. 9.—From Yokohama: None. From Shanghai: Mr. and Mrs. Brand, Mr. W. Harding, Mr. Mullins, Mrs. Souper. From Hong Kong: Messrs. Worch, Mercer, Gibson, Smith, Fransberg, Maack, Darbishire, Rousset, Poynter, Achine, Douglas, Stewart, Hyde, Mr. and Mrs. Gay, Mr. and Mrs. Defries. From Saigon: Mr. Sebour, Mr. Hogg, Miss Tricot. From Singapore: Messrs. W. Read, A. Fraser, Harris, Albert, Herold, Hieber, DeCorbera, Schneeler, DeKlopper, Mr. and Mrs. Shoutin, Mr. and Mrs. Van Brinck, Mr. and Mrs. Hjelmstrom, Mrs. Van der Koa. From Galle: Mr. Herring.

PASSENGERS OUTWARD.

Per P. and O. steamer *Mirzapore*, from Southampton, Dec. 3.—To Yokohama: Mr. Flourr. To Shanghai: Mr. G. Rose, Mr. E. G. Rose. To Hong Kong: Mrs. Wardlaw, Mr. and Mrs. G. Ewing. To Singapore: Mr. H. Taylor. To Ceylon: Mr. H. D. Paterson.

Per P. and O. steamer *Sumatra*, from Venice, Dec. 11.—To Hong Kong: Rev. Raimondi and friend. To Ceylon: Mr. G. H. Withers, Mr. J. V. Bell, Mr. J. H. Owen, Mr. J. Sinclair.

Per P. and O. steamer *Sumatra*, from Brindisi, Dec. 14.—To Hong Kong: Three Sisters of Charity. To Ceylon: Mr. D. S. Cargill.

Per P. and O. steamer *Mongolia*, from Southampton, Dec. 17.—To Singapore: Miss Cook. To Ceylon: Mr. Acklow, Mr. J. P. Rose.

Per P. and O. steamer *Malta*, from Venice, Dec. 25.—To Galle: Mr. J. A. Maconockie.

Per P. and O steamer *Malta*, from Brindisi, Dec. 28.—To Hong Kong: Mr. C Braun, Mr. E. McAllister. To Ceylon: Mr. G Russell, Mr. M. Drysdale.

Per P. and O. steamer *Bokhara*, from Southampton, Dec. 31.—To Hong Kong: Mr. M. Pinil. To Shanghai: Mr. W. J. Tucker. To Singapore: Mr. M. Armstrong, Mr. Paterson, Mr. and Mrs. Heathcote, Mr. M. H. Foster.

Per French steamer *Amazone*, Dec. 20.—To Yokohama: Mr. Suyekawæ, Mr. Z. Ono, Mr. Pateman, Mr. Van Oordt, Mr. D. Jong. Mr. S. Okumura, Mr. Kawakami, Mr. T. Nagasawa. To Shanghai: Mr. W. Pearson, Mr. L. Lefebre. To Singapore: Mr. and Mrs. Sackermann. To Hong Kong: Mr. Sameshima, Mr. and Mrs. Boissement. To Galle: Charriere, Mr. M. Beaulieu. Mr. and Mrs. Bonnifieu, Mr. and Mrs. Pompont, Mr. Prietzbuer. To Batavia: Mr. A. Gerard. To Saigon: Mr. Conneau, Mr Gellé.

Per French steamer *Ava*, Jan. 3.—To Hong Kong: Mrs. Bell, Mr. Guillemin. To Shanghai: Mrs. C. King. To Galle: Mr. Buchanan.

Per French steamer *Irawaddy*, Jan. 17.—To Hong Kong: Mr. Duval, Mr. Wanecke.

Per French steamer *Hoogly*, Jan. 31.—To Shanghai: Mr. Esmonet. To Singapore Mr. Fercot, Mr. Jeanjot. To Saigon: Mr. Humbert, Mr. Hamon, Mr. Faure.

Per steamer *Hector* (Holt's Line), from Liverpool, Dec. 11.—To Port Said: Mr. Clarke. To Hong Kong: Mr. and Mrs. Lister, Mrs. Bruce. To Shanghai: Mrs. Atkinson and family.

Per steamer *Benledi*, from London, Dec. 14.—For Penang: Mrs. and Miss Sluys. For Singapore: Mr. John Driver.

Summary of News from the Far East.

JAPAN.

NAGASAKI.

Invalided soldiers from Formosa have arrived in considerable numbers at this port; 600 men came per *Madras*, and the remains of all that have died on Formosan soil were expected per *Delta*. The heavy loss is attributed to fatigue, great heat, and the unfavourable climate they have had to encounter. Fifteen died in the *Madras* during her passage. This steamer went on to Tientsin on the 14th Oct. Nothing definite seems to be known at this port with reference to the negotiations going on at Peking.

Thievery is still rife in the settlement. From the house of Mr. de Souza a quantity of winter clothing, jewellery, bronze ornaments, and *cash* were stolen. On the night of the 12th Oct. a native godown was entered by breaking a hole in the wall, and in order to cover their depredation, the burglars set fire to the premises, whereby much damage was done, and an adjacent building had to be pulled down to prevent the flames spreading.

The Austrian corvette *Friedrich*, from Shanghai, and the German corvette *Arcona*, from Australian waters *via* Yokohama and Kobe, had arrived. The former was to leave shortly for Yokohama, and the latter was expected, after coaling, to proceed on to Chefoo.

The Japanese ram *Adzuma-kan*, three guns, arrived in harbour on the 13th Oct. from Yokohama, having there undergone thorough repairs, and donned a new coat of paint. Her destination is unknown.

SHANGHAI.

The present mail brings advices from this port to the 30th Oct.; the French mail from London Sept. 11 was received on the 26th Oct. The following summary of news is from the *North China Herald*:—

Two days have been devoted to the Shanghai Rowing Club's Autumn Regatta, which took place on the Soochow Creek, and was in every way a success. So far as they could arrange matters the committee did their best to make the Regatta attractive from a holiday point of view, in addition to its object as examination day in the school of muscular Christianity. The season of training having given place to that of dining, the club put a period to the former, and opened the latter with their customary festive reunion. Between sixty and seventy members and their friends were present, under the presidency of the genial and witty captain of the club, Mr. R. W. Little, who was supported on either hand by the officiating judges at the late regatta, Captain Thomson, R.N., and Mr. I. B. Eames. The dinner-table was tastefully appointed, and the *menu* set forth an appetising array of viands. When dinner was over, a comprehensive toast list was rapidly got through, the oratory of the oarsmen being both happy and brief;

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whilst some capital songs, mostly humorous in their character, filled up the intervals between speech-making till midnight, at which time the party broke up.

The last race of the Shanghai Yacht Club for the present season has taken place. It was for the Club Cup, and was a handicap. The course was round a stakeboat in the seven mile reach, and back to the police hulk. Four yachts were entered, but only three came to the buoy—the *Lillie*, the *Wave*, and the *Fearless*. The *Nimrod* could not muster a crew in accordance with the Club rules, and so did not put in an appearance. She was, however, so heavily handicapped that, had she raced, the chances were at least two to one against her winning. She was to have given the *Fearless* thirty-five minutes, and the *Lillie* and *Wave* fifteen minutes each, the two last named giving the *Fearless* twenty minutes. They got away at a few minutes past twelve, the *Wave* being the first to cant from the buoy; but the *Lillie*, having the windward position, was really first round, though she failed to improve her start upon the *Wave*, which left the centre buoy, the *Fearless* slipping from leeward of both. The wind was hardly sufficient to assist either, but the tide was now running up at a fast pace, and speedily carried the yachts out of sight of the starting point, a scud of rain, which shortly afterwards came on, assisting their disappearance most effectually. The first to round the stakeboat was the *Wave;* 2nd, *Lillie;* 3rd, *Fearless*. Approaching the seven-mile reach the *Fearless* overhauled the two others, and then ensued some nice handling of the craft. From this time the *Lillie* came to the fore, and won easily. But as the round was not completed within eight hours of starting, there is no race.

A letter from Nanking, in the *Shunpao*, gives some particulars of the assassination, about three weeks ago, of a military mandarin at Szechow, in Anwhei province. The officer was in command of two camps of about 500 men each. As he was riding out one day, accompanied only by an unarmed servant, he was accosted by a man who held up a gold bracelet to attract his attention. The man begged the officer's acceptance of the trinket, and while the latter was looking at it, suddenly drew a knife and struck at him. The officer warded off the blow with his hand, on which he received a cut. The servant then rushed forward, but the assassin gave him also a cut on the hand, and he fled. The diversion, however, enabled the officer to draw a weapon from his belt, and become the assailant instead of the assailed. The assassin fled, the officer in pursuit, till a bridge, narrow and slippery as Chinese bridges usually are, was reached, where the officer's horse fell. The assassin was immediately upon his victim, stabbed him repeatedly, finally cut his throat, and then escaped, leaving him dead. The servant reported the occurrence to the Chehsien, who held an inquest and informed the higher authorities. The correspondent seems to be unable to throw any light on the motive for the crime, but from what he says, it appears that the servant has been suborned to declare that his master committed suicide in a fit of insanity.

In the absence of other local topics interest is now being concentrated on the races, which begin to-morrow, and upon the probabilities of which several of our correspondents have been exercising their prophetic souls. The broken weather since training began has been unfortunate for sporting men, to whom that time is a season of enjoyment of which the races are the wind-up. We are glad to hear, however, that the races promise to be good, both in point of sport and of attendance, and that one element of pleasure not always obtainable in Shanghai, the presence of a band, has been secured for the meeting.

A few nights since, at about midnight, H.M. gun-vessel *Frolic* was returning from Ningpo to Shanghai, and when near Gutzlaff the crew were beat to night quarters. During the firing a large steamer was observed hovering around, as if curious to know what the unusual uproar was about, but disinclined to approach too closely. The report of the *Frolic's* heavy 7-inch gun, chiming in with her final broadside of lighter artillery, appeared to decide the matter, for the stranger put his helm up, and, clapping on steam, was soon lost to view. It seems that when her captain saw the flashes of the *Frolic's* guns, he was under the impression that an engagement was being fought between a Chinese and Japanese gunboat, and went to see if it were so.

The minutes of meeting of the Consular Body touch on several matters of public interest, notably the Woosung Bar question. Mr. Medhurst's caustic criticism on behalf of the consuls, of the report got up on the burlesque survey gone through by expectant prefect Kao and the magistrate of Paoshan, to which we have more than once referred, will be read with much interest. The letter seems to have had the desired effect of inducing a resurvey, and there is other evidence that the Chinese are not being allowed to sleep on the matter, although it is difficult to awaken them thoroughly to the necessity, and the advantages to China, immediate as well as ultimate, of taking steps to remove the bar. Progress is reported in the matter of sanitary regulations, a new and properly controlled slaughter-house has become possible, and the ill-success of attempts to get indemnified for damages arising out of the French concession riot, the question of proxy voting, and other business was brought up. The meeting saw no reason for interfering with the new examiners' shed at the Custom-house—nor do we see any.

A special meeting of members of the Shanghai Gymnasium has been held, at the Main Guard, to discuss the advisability of having an autumn meeting for athletic sports. The rain prevented a good attendance. Mr. W. E. Stephenson was called to the chair, and, after briefly stating the object of the gathering, said that of course it was a matter of vote, and called for a show of hands, which was given in its favour.—The Chairman next moved that a committee of six should be added to the permanent committee, for the purpose of fixing the date, arranging the programme, and all other necessary business. He suggested that Messrs. Voelkel, Pryer, J. A. Maitland, Groom, Bromley, and Harvie should be the names selected, and they were agreed to without discussion. There was no other business, and the meeting broke up.

The French barque *Juthia*, Captain Garnier, from Nagasaki, coal laden, reports having encountered severe weather on the 20th, 21st, and 22nd Oct., when about half way between Nagasaki and Shanghai. On the morning of the 20th she had a fresh breeze, which much increased towards noon, and necessitated the carrying of small sails only. At midnight of the 20th the vessel sprung a leak, and when the pumps were sounded at 2 A.M. of the 21st, sixty inches of water were found in the hold. The wind increased from the north, and the vessel shipped heavy seas. All hands were ordered to the pumps, and the vessel's course was altered for Foochow. The water rose to seventy-two inches at 10 A.M. of the 21st, the hull lying very deep in the sea, and the vessel steering badly, while water came pouring in at the scuppers. As it was feared that the ship was sinking, several tons of cargo were thrown overboard, but the endeavours to lessen the depth of water were so far discouraging that it was deemed prudent to provision and get ready the boats, to abandon the ship if necessary. About 4 P.M. the unintermitted working of the pumps was found to have gained on the water in the hold to the extent of four inches, a happy discovery, which raised the spirits of the nearly worn-out crew, and induced them to redouble their effort to still further reduce it. This they succeeded in doing on the morning of the 22nd. Later in the day, the well showed favourable indications, while at the same time the weather moderated. At noon the pumps were nearly dry; the wind changed to the N.E., and the vessel's course was again set for Shanghai. The Saddles were sighted at 4 P.M. on the 22nd, and on the following day a pilot was engaged, as well as three coolies to assist in working the ship—the crew having been exhausted by sixty-four hours' continuous work at the pumps.

The British ship *Lucerne*, which left Shanghai for Newchwang, struck on the Ariadul Rock, and has been stranded near the south bank of the Yangtsze to prevent her sinking. She has five to six feet of water over her at high tide. A large junk has been sunk on the right bank of the river, about half way between Tatung and the upper end of Williamette Cut, at about a ship's length from the shore.

We hear that the Quanglong property (lately occupied by Messrs. Smith, Archer, and Co.) has been sold to Chinese capitalists for Tls. 50,000. It is with no little regret we have to add that we understand it to be the intention of the purchasers to remove the existing buildings, and to cover over the fine compound in which they stand with Chinese houses.

Miss Carry George's Dramatic Company continue to give performances, at the Lyceum, with fair success. There was a very large audience present at Miss George's benefit, every part of the house being well filled. The performance was under the patronage of Admiral Sir Charles Shadwell, K.C.B., and the members of the Amateur Dramatic Club.

The United States frigate *Hartford* has arrived from Nagasaki, and will probably stay here for several months.

The following items of intelligence are taken from the *Budget and News Letter*:—

A meeting of the officers of the S. V. C. has been held at the Club, at the instance of the Defence Committee of the Municipal Council. The officers were asked to discuss the advisability, or the contrary, of exchanging the present Artillery howitzers for Gatling ordnance, that the Council might have the assistance of their collective opinion on the subject. Some conversation elicited the important fact that many of the officers had not had any opportunity, or at all events any adequate opportunity, of examining a Gatling gun; and they were not therefore in a position to say whether that style of weapon would be a desirable exchange for their present heavy howitzers. That some more portable artillery than the latter was desirable was generally agreed. It was eventually decided that officers should take an opportunity of familiarising themselves with a Gatling gun on board the U.S.S. *Monocacy*, at present in harbour; after which another meeting will be held, to come to some decision on the subject.

Besides the routine business disposed of at the meeting of the Municipal Council on the 19th October, we observe that a letter from Admiral Sir C. Shadwell was read, acceding to the request of the Council that they might be allowed to purchase 8,000 rounds of Snider-ball cartridge, which will accordingly be furnished by the *Iron Duke*. It was also agreed at the meeting to accept the terms proposed by Mr. E. M. Smith relative to the conditions under which the Council might proceed to make the road from Kiangse to Honan-road through his property. The

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new road is only to cost Tls. 300, which we hope is not erring on the side of economy. It will be twenty-three feet wide.

On the 26th Oct. the tide, assisted by a brisk N.E. breeze, rose to a height that we have not seen equalled for a considerable time. The two arches of the Garden-bridge springing from the abutments at either end were filled with water, a part of the river-side gravel walk on the N.E. front of the public gardens was submerged, and for a short time, at the very top of the tide, the pontoons at the ends of the jetties on the Bund floated higher than the jetties.

The steamer *Braemar Castle* has been released from her somewhat unpleasant position on the bank near that great enemy of Shanghai, the Woosung bar, having anchored below the shipping on the 26th Oct. A large portion of her cargo had to be discharged into lighters to effect her release. She has just completed her discharge of cargo at the Hongkew Wharf.

HONG KONG.

Our advices by the present mail extend to the 5th Nov.; no later mail from London had been received. The following items of news are from the *Hong Kong Daily Press*:—

The provincial authorities at Foochow are making strenuous exertions to put their miserable forces into something like naval and military shape, but until they can instil a smattering of warlike ardour into the long-robed gentlemen in command, the handful of Japanese in Formosa need not, we think, feel at all apprehensive of defeat. A proclamation has been issued by General Lin—in command of the naval and military forces on the coast of Fuhkien—which, while most properly dealing severely with the crimes of petty officers and men, seemingly ignores the gambling, opium smoking, and squeezing practices to which the officers commanding are frequently addicted.

H.M.S. *Victor Emmanuel*, the new Commodore's flagship, which sailed from Plymouth on the 5th July, arrived on the 4th Nov. She brings, among other officers, Commander Hon. E. S. Dawson, to join the *Thistle*; Commander Robert H. Harris, for the *Elk*; Lieut. E. P. Hocker, for the *Avon*; Lieut. A. H. O. P. Lowe, for the *Thistle*; Lieut. C. H. Herring, for the *Curlew*; and Lieut. Aston E. H. M'Murdo, for the *Dwarf*. By an arrangement no salutes were fired, and for the sake of peace and quietness it would be very satisfactory if the arrangement were adopted as a general rule.

In honour of the birthday of the King of Portugal the amateurs of the Club Lusitano have given a very excellent dramatic entertainment. The Portuguese national anthem was played on the opening of the performance. The piece of the evening was *A Morgandinha de Val Flor*, or the heiress of Val Flor, a drama in five acts, which was admirably acted throughout. The chief character was sustained by Dr. Magalhaes, who showed himself to be a most talented actor in addition to his other well known accomplishments. Between the acts some excellent pianoforte pieces and songs were given. The house was crowded, and among the audience were a large number of the general community who had been courteously invited by the amateurs.

We are informed that the Foochow Race Club propose to have a meeting early in January. It is understood that the Amoy residents will enter more than the usual number of ponies, their own meeting being impossible in consequence of their course being required by the Chinese Government for military purposes.

A robbery has been committed at the house of Mr. Algar, house agent, &c., in Hollywood-road. The thieves made off with two watches and some loose cash, which had been left in an open desk.

We understand that Mr. Wright, the present Commissioner of Customs at Foochow, has been promoted to a higher post, and that Mr. James H. Hart will succeed as Commissioner.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 12th November; the French mail from London Oct. 9 arrived out on the 9th November. We take the following items of intelligence from the *Straits Times*:—

The defects in our quarantine regulations have been most lamentably illustrated in the case of the steamer *Milton*. The *Milton* anchored in our roads on the 30th Oct., with between 1,200 and 1,300 Chinese passengers from Swatow on board. That port was, so far as we can learn, healthy at the time of the vessel's departure, and no case of sickness occurred on board during the voyage. Part of the passengers were to land at Singapore, and the rest to be taken on in the vessel to Penang. Everything went on well, and the landing of the passengers was proceeded with until some 500 had got ashore. Those still on board, numbering upwards of 700, glad of any change in diet after their voyage, bought and ate freely of the fruit offered for sale in the boats which crowded round the vessel, and purchased water for their own use from the Chinese sampan water-boats, which possibly impure in the first instance, and afterwards mixed with the sea-water which unavoidably washes into the water boats on their way to the vessel, speedily began to affect their health, and seven or eight of them died from an attack of disease pronounced by the Principal Medical Officer to be cholera. We understand there was a difference of opinion among medical men as to the nature of the disease, some of them considering it merely choleraic diarrhœa, but the Principal Medical Officer maintained that the disease was unmistakably Asiatic cholera, and at once ordered the vessel, with all the remaining 700 passengers on board, into quarantine, where she has now remained for more than a week.

The propriety of such a proceeding is certainly open to grave doubt, the more so when we know its fatal results, and it may be gravely questioned whether it has been wise to entrust any such momentous discretionary power, involving the loss of so many lives, to the unsupported opinion of a single medical officer. The ship, as ordered, went outside the harbour limits to the quarantine anchorage, and there disease has been developing among the luckless passengers who have been needlessly exposed to the danger of infection. Day after day disease and confinement have been doing their work, and one after another has sickened, died, and been buried on the island opposite, until we learn that there have been no less than fifty deaths, and that twenty more are lying helplessly ill, some evidently past recovery. The agents of the vessel, in order to relieve her from further detention, and with a desire to render a service to the passengers, have themselves undertaken the expense of constructing sheds for the accommodation of the coolies. This, however, involved considerable delay, although pushed forward with all haste. There was still, however, no provision for the sick; no hospital in which to place them, and no one to attend to them on shore; and these, some twenty in number, were retained on board the ship, where some of them died. Those who are landed on the island have at last, by private energy and determination, been removed from the deadly influence to which they were so long needlessly exposed, and in a healthy and well-chosen location on a hill-side, with plenty of good water, will probably soon be restored to perfect health.

A theatrical performance has been given at Government-house by the officers of H.M.S. *Charybdis*. A capital stage had been prepared at one end of the ball-room, and looked quite business-like with its foot lights, curtain, and other theatrical appendages. The piece selected was Mr. F. G. Williams's original farce entitled "My Turn Next." Where all did the best—and did that best right well—it would be invidious to draw comparisons between the various actors or actresses, who each and all showed by their performance the painstaking labour that had been bestowed on the rehearsals. Suffice it to say that no hitch occurred from the commencement to the end of the piece, that the interest taken by the audience was unflagging throughout, and that the curtain fell at length amidst rounds of well-deserved applause. The theatrical performance concluded, dancing commenced in the ball-room, and was continued with animation till past midnight.

We recently called attention to a number of counterfeit dollars of the new Mexican coinage, which had been put in circulation here. Last week a Malay went into a shop in the Rochore district, and bought a hat, for which he paid a new Japan dollar. After he had left the shopkeeper detected that the dollar was a counterfeit, very fairly executed, but of very base metal. He kept quiet, however, and in the afternoon another Malay came in to buy a pair of shoes, for which he tendered another Japan dollar of the same description. This man was given in charge. Subsequently a Kling money-changer went to a Chinaman's shop, where he had been in the habit of purchasing quantities of coppers, and asked for ten dollars' worth of small change, for which he paid in dollars, five of which were counterfeit. The counterfeits were of the old Mexican coinage but of new appearance—were very neatly coined, had a clear though slightly sharp ring, and were of full weight. The money-changer was arrested by Inspector Richardson, and both he and the Malay who passed the Japan dollar were brought before the Police Magistrate, who committed them for trial at the next Session. One of the counterfeit Mexican dollars was afterwards chopped in two, and the metal was found to bear a very close resemblance to silver.

A few days since Mr. Lim Seng Chye, a Chinese trader residing, in Kling-street, on awaking discovered his iron money chest standing open, and knowing that he had locked it the previous night, made immediate examination. He found it had been opened by means of its proper key, which he kept in an almeirah close by, and calling his servants, found that a young Hokien, some twenty years old, who had only been some three weeks in his employ, as a clerk, was missing. There had been taken from the box five $100 notes, one $20, two $10, and ten $5 notes, and some $30 in old coin; some watches and jewelry kept in the box were left untouched. None of the doors were open, but there were marks of feet on the window sill, from which it was evident the thief had escaped by jumping out of the window. The numbers of the notes will be ascertained, and may afford a clue to the detection of the thief.

Lieutenant-General de Raasloff, accompanied by his military secretary and aide-de-camp, arrived here in the Messageries Maritimes steamer. The Governor sent a carriage to meet the General, who, accompanied by his staff, drove to Government House, where they will stay until the departure of the mail for

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Hong Kong. General de Raasloff is proceeding to China as Envoy Extraordinary and Minister Plenipotentiary for Denmark, and is entrusted with a special mission. Mrs. Seward, wife of the United States Consul-General at Shanghai, arrived by the same steamer, and is also partaking of the hospitality of Government House.

The *Sarawak Gazette* has the following items :—

The Sarawak steamer *Royalist*, Capt. Kirk, arrived from Brunei and Labuan on Oct. 22. Passengers, his Lordship the Bishop of the diocese, the Hon. J. B. Cruickshank, the Resident of Sadong, the Resident of Muka, the Datu Bandar of Kuching, Mr. W. Sinclair, Haji Usop of Sibu and the Malay writer. The steamer left for Singapore on the 26th ult. Passenger, Mr. R. B. Goodenough.

A Correspondent writes :—Two years have passed since my last visit to Labuan, and I did not expect to find much change, as events in this part of the world do not move on at railroad speed ; still I must say in some things Labuan has been much improved. The new coal wharf, a thoroughly well built and substantial work, reflects great credit on the gentleman who planned it, and who superintended the building. Steamers now can come alongside at any tide, and be loaded in a few hours ; a good stock of coal was on the beach but not covered in, a squall having carried away the sheds. Government house was looking its best, the grounds being in capital order, showing a great contrast to what it appeared a few years ago ; the roads and bridges were in fair order, and very substantial stone drains were being made near the prison.

Commercial Report.

(For dates see first page.)

IMPORTS.

Yokohama.—Rather less demand had been apparent for most goods. In Cotton Yarn medium qualities were difficult of sale, but best spinnings of Nos. 28 to 32 commanded higher rates. Shirtings were without much animation, and for T-Cloths there was less inquiry. The stock of Cotton Sateens was exhausted, and rates were firmer, but Velvets were hardly so easily saleable. In Woollens, an improvement in Crape Mousselines and Blankets and more inquiry for Black Presidents were the only changes to note. The market for Metals had been extremely quiet during the fortnight, and no transactions in Nail rods were reported. In Bar Iron a few sales had been made of sizes that dealers just happened to want.

Shanghai.—The expectations engendered by the activity prevalent during the fortnight terminating on 21st Oct. had been dispelled, or at least shaken. Before the last English mail had closed almost every evidence of the previous excitement had disappeared, and the quietness then manifest had since reigned supreme. A moderate inquiry had existed for the better classes of 8¼-lbs. Grey Shirtings, for common 7-lbs., for ordinary 64 Reed White Shirtings, and the like grades of 15-lbs. English Drills, as also for Velvets, but the entire business has fallen far short of what it ought to be at the season. In Lead a large speculative business had been done, and under its influence prices had risen considerably. Tls. 6.00 per picul had been touched for L.B. on time, but the dealers get their small requirement supplied to the full at quotations.

Foochow.—Sales are reported of 500 pieces 8¼lb. Grey Shirtings at $2.72½ per piece, and 500 pieces 7lb. Mexican T-Cloths at $2.12½ per piece. Lead was quoted $8.25 per picul.

Manila.—Plain staples had been freely offered by importers, and the tendency of the market during the fortnight had been in favour of buyers. Suitable styles of Coloured goods were in fair demand, and prices were somewhat firmer.

Saigon.—Market very dull ; scarcely any business had been effected. Stocks were very large.

Batavia.—Messrs. Houghton and Co. report no change in the import market, the demand for the native New Year having been supplied, so that no change was looked for for some time to come.

EXPORTS.

TEA.

Yokohama.—Settlements continued much on the same scale as last reported, business for the fortnight amounting to 6,000 piculs, the bulk of which comprised the better grades ; prices had been well supported, and the market closed firm. This season's settlements for Yokohama alone amounted to date to the large total of piculs 100,000, or an equivalent of fully 12,000,000 lbs. of fired tea. The P. M. S. China, despatched on the 14th Oct., carried from this port, 313,997 lbs. for New York, 202,074 lbs. for San Francisco, 18,327 lbs. for Boston, and 7,300 lbs. for Montreal. The barque Jessica, loading at Hiogo for New York, would complete her cargo here, and was engaged full. Quotations :—Common, $27 to 29 per picul ; good common, $31 to 34 ; medium, $35 to 38 ; good medium, $39 to 41 ; fine, $43 to 46 ; Finest, $48 to 51 ; Export from 1st May to date ; to New York, 7,795,189 ; San Francisco, 2,325,015 ; Boston, Chicago, &c., 662,567 ; total 10,782,771 lbs.

Shanghai.—There had been a quiet market during the week. There was no change in values to note, but fine Greens were firm. Settlements :—Black, 3,307 chests at Tls. 15 to 22 ; stock, 3,800 chests. Green : Fychow and Moyune, 14,416 half-chests at Tls. 24 to 40 ; Pingsueys, 444 half-chests, at Tls. 23 ; stock, 79,200 half-chests. Export to date, as compared with that of last season (exclusive of lost cargoes) :—

	1874-1875.		1873-1874.
Black	61,152,024 lbs.	against	53,507,970 lbs.
Green	5,496,540 „	„	6,742,979 „
	66,648,564		60,250,949

Foochow.—A large business had been done on this market during the week. A great proportion of the settlements, however, had been made for the Continent. Buying for the colonies had been on a limited scale. Congou : Settlements, 23,900 chests at Tls. 5 to 21, and a small lot of boxes at Tls. 22 to 23. The lower grades had been commanding full rates, but the demand had been chiefly for flavoury kinds, which showed an advance of half a tael. Arrivals, 9,700. Souchong : Settlements, 1,500 chests at Tls. 15 to 25½. Arrivals, nil. Oolong : Settlements, 330 half-chests at Tls. 18 to 27. Stock, 48,470 half-chests. Arrivals, 3,000 half-chests. Scented Teas : Settlements, 2,300 boxes at Tls. 12 to 20, showing no change. Arrivals, 2,300 boxes. Flowery Pekoe : No business reported. Arrivals, nil. Exports to Great Britain, the Continent of Europe, and the Cape of Good Hope, 47,187,190 lbs., against 41,816,263 lbs. at same time last year. To America, 864,675 lbs., against 757,800 lbs. To the Colonies, 10,971,088 lbs., against 11,256,655 lbs. last year.

SILK.

Yokohama.—For some time after date of last report the market was quiet, the high rates attained having apparently checked buyers. Towards the close however one house had taken several hundred bales, ank dealers were demanding another $10 to $20 higher. The purchases of the fortnight were estimated at 1,200 bales, but probably only a portion of them would be settled in time for this mail. Meantime there was very little stock on the market. Settlements since last report, 900 bales. Settlements, from 1st July to date, 4,800 bales ; against corresponding period—season 1873-4, 5,680 bales ; ditto, 1872-3, 7,140 bales ; ditto, 1871-2, 6,340 bales ; stock, 300 bales. Silkworms' Eggs : Total arrivals at this port, since the beginning of the season, were 1,550,000 cards, and there was a stock of about 150,000 in Yedo. The native dealers had publicly destroyed by fire nearly 500,000 cards, and intended burning more. After an interruption of ten days, business was resumed, when holders were found to be willing sellers at from $0.40 to $0.60 for annual green and white ; so far the wilful destruction of stock had not produced much effect on prices. Total settlements were estimated at 600,000 cards, against 700,000 last year at the same date.

Shanghai.—The receipt of telegrams advising a quieter market in London, and the firmness evinced by Chinese to hold their silks for full rates had checked business, and settlements since departure of English mail had not exceeded 1,000 bales (inclusive of 300 bales, chiefly re-reels, purchased for America), making total settlements to date, 52,500 bales. The settlements consisted of the common kinds of Tsatlees at Tls. 270 to 310 per picul ; Hangchow Tsatlees Tls. 250 to 295 per picul ; coarse Taysaams, Tls. 230 to 250 per picul ; Sewings (Long Reel Taysaams), Tls. 230 to 280 per picul, and inferior Laeyangs (Skeins) at Tls. 215 to 225 per picul. It is reported that Blue Elephants had been settled at Tls. 347½ per picul, Beautiful Woman, No. 2, at Tls. 360 per picul, and Pagoda, No. 2, at Tls. 357½ per picul ; the latter, however, is said to have been rejected on inspection. At the close of the mail Chinese were eager to sell, but refused to accept the decline in quotations that the excessive export, increased stock, and inferiority of the Silk warranted. The unsold stock also is about 12,000 bales. The *North China Herald* says :—The excessive export direct to the Continent, and the pernicious sales to arrive, can have but one result—depressing the London market ; and purchasers here would have done well to have more carefully considered these very important points ere paying the late excessive prices, which can only result in a serious loss. The fictitious profits supposed to have been made on sales to arrive have yet to be secured, and it remains to be seen whether these shipments, arriving in all probability on a dull market, are accepted on Shanghai classification. Experience of previous years, taken on the whole, gives little hope of satisfaction to the seller.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2¼d.	4s. 2⅝d.	4s. 2⅝d.
Shanghai „	5s. 9½d.	5s. 9⅝d.	5s. 9⅝d.
Canton „ ... / Hong Kong „ ... / Macao „ ...	4s. 2½d.	4s. 2⅝d.	4s. 2⅝d. to 4s. 2¾d.
Singapore „	4s. 2⅝d.	4s. 3d.	4s. 3¼d.
Manila „	4s. 0d. to 4s. 0½d.	4s. 0½d. to 4s. 0⅝d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 306	223
„ Hong Kong	27½ to 27¾ dis.	—
Bar silver	Tls. 111.3.0	10 prem.
Mexican dollars	„ 74.8.0	1½ prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 4 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 45 per cent. discount.
China Traders' Insurance Company, $600 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 6 premium.
Hong Kong Fire Insurance Company, $330 prem.
Union Insurance Society, $30 premium.
China and Japan Marine Insurance Company, Tls. 80 per share.
China Fire Insurance Company, $35 premium.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9d., at Hong Kong 4s. 3⅝d., at Batavia F.11.70, at Manila 4s. 0½d., at Singapore, 4s. 2⅝d.

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EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales and Cases.
From June 1, 1874, to Oct. 28, 1874	68951070	46488085	552232	14310567	130301954	28524
From June 1, 1873, to Oct. 28, 1873	62214487	37738860	111726	12747737	112812810	30715

TO THE CONTINENT.

		Bales.
From June 1, 1874, to Oct 28, 1874	4590891	25871
Do. do. 1873, to Oct. 28, 1873	6955198	13615

TO UNITED STATES OF AMERICA.

		Bls. & Cases.
From June 1, 1874, to Oct. 28, 1874	28423785	2423
Do. do. 1873, to Oct. 28, 1873	17961748	3387

TO AUSTRALIA.

From June 1, 1874, to Oct. 28, 1874	...12,393,697
Do. do. 1873, to Oct. 28, 1873	...11,876,038

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan
1843 to 1844	51,022,600	...*	1863 to 1864	117,463,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,313
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,042	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	161,869,262	57,263
1862 to 1863	121,273,580	72,887	1873 to 1874	144,588,620	47,373

* Including the Continent.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—For London, Oct. 16, Cawdor Castle (str.).

At SHANGHAI.—From London, Oct. 23, Braemar Castle (str.); 28, Glenfalloch (str.); from London, &c., Dec. 5, Inverness, Formosa; 7, Northampton; 8, Omba; 12, Crocus (str.)

At HONG KONG and CANTON.—From England, Nov. 4, H.M.S. Victor Emanuel.

At MANILA.—From Newcastle, Oct. 19, Sorsogon (str.); from Liverpool, 28, Aurrera (str.); from Cadiz, 20, Pepita.

At SINGAPORE.—From Liverpool, Nov. 7, Deucalion (str.); from Newcastle, Joseph Haydn; from Cardiff, 8, Asterhope; 19, Galatea (str.); from Birkenhead, 10, Cutwater; from London, &c., Dec. 3, Ironsides; 8, Menelaus (str.).

At PENANG.—From Liverpool, &c., Dec. 10, Ajax, Banca.

DEPARTURES.

From SHANGHAI.—For London, Oct. 21, Halloween; 24, Hong Kong (str.); for New York, 21, Wemyss Castle.

From FOOCHOW.—For London, Oct. 30, Hong Kong (str.).

From MANILA.—For Liverpool, via Cebu, 23, Durham; for New York, 18, Fearless.

FREIGHTS AND CHARTERS.

Telegrams from China report rates nominal at 70s. Vessels are leaving the China ports in ballast to load at Singapore, there being no teas offering.

NOTICES TO MARINERS.

Japan—Nipon, South Coast.—Sunken Rock off Oo-sima.—The following information has been received from Captain St. John, R.N., commanding H.M.'s surveying vessel Sylvia, relative to the Kami-Seh rock, lying off Oo-sima, south coast of Nipon, and heretofore reported as having 4½ fathoms on it, viz.: The rock lies N.E. ¼ E. distant 1 9-10 miles from Oo-sima lighthouse, and has 16 feet on it at low-water springs, with 17 and 19 fathoms close to. Note: Itsimo-sima just touching Omi-saki rock, bearing W. ⅜ N., leads well south of the Kami-Seh rock.

China, East Coast—River Han.—Sunken Rock in Port of Swatow.—Information has been received from Vice-Admiral Sir Charles Shadwell of the existence of a sunken rock lying off Kakchio, port of Swatow, and recently been examined by Commander Cameron, H.M.S. Hornet. This rock (Madras rock) has eight feet water on it at low water springs, and lies with—Bottefurh rock bearing E. by N.; English Consulate flag-staff, S.E. by E. ¾ E.; extreme of Western Pier, S.E. by S., distant 1½ cables.—Hydrographic-office, Admiralty, 1874.

THE MAILS.

PRESENT INWARD MAIL.—MARSEILLES, DEC. 9.—The Messageries Maritimes Company's steamer Iraouaddy, with the inward French mails, from China and Japan, arrived here to-day at 1 A.M. She brings 112 passengers and a general cargo, including 1,104 bales of silk, 33,350 packages of tea, and 748 packages of sundries for London, which part of her cargo will be forwarded to its destination per company's steamer Indus, due in London on or about the 22nd of December.

NEXT INWARD MAIL.—SUEZ, DEC. 12.—The P. and O. Company's steamer Australia arrived here at 1 P.M. yesterday, and the Teheran at 9 A.M. to-day, from Calcutta and Bombay respectively, with the homeward India, China, and Australian mail.—ALEXANDRIA, DEC. 13.—The P. and O. Company's steamer Malta, with the homeward India, China, and Australian mail, left at 10 A.M. for Brindisi, where she may be expected on the 16th inst.

HEAVY PORTION OF LAST OUTWARD MAIL.—GIBRALTAR, DEC. 8.—The P. and O. Company's steamer Mirzapore (from Southampton 3rd inst.), arrived at 7.0 and left at 11.0 A.M. for Port Said. Experienced fine weather. All well.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Dec. 10, at Liverpool, from Rangoon, Mandalay (str.); 11, at London, from Colombo, &c., Burmese (str.); 13, from Foochow, Forward Ho; 10, off Dungeness, from Batavia, Rotterdam; 11, Koning der Nederlanden (str.); at Falmouth, from Bassein, Hannibal; at New York, from Ilo Ilo, Helena.

DEPARTURES.—From Cronstadt, for River Amoor, Nicoline; Dec. 10, from Cardiff, for Singapore, Glencora; for Batavia, Sapphire; for Yokohama, Thornaby (str.), Victoria; 8, from Maasluis, for Java, Harrington (str.); Nov. 9, from Portland O., for Hong Kong, Elizabeth Dougall; 26, from New York, for Yokohama, Jas. Conoile; Dec. 11, from London, for Penang, Singapore and China, Ben Ledi (str.); for Chefoo, Tientsin, and Newchwang, Ousuri; Nov. 27, from Boston, for Batavia, W. Pendleton; Dec. 13, from Falmouth, for Batavia, Robertus Hendrikus (after repairing); 12, from London, for Colombo, &c., Colombo (str.).

STEAMER PASSED THE SUEZ CANAL.—Previous to Dec. 10, Fleurs Castle (str.), from London, to Singapore and China.

SPOKEN.—Stranger, for Batavia, Oct. 14, 40 N., 13 W.; W. Fermeza, from Singapore, Sept. 11, 29 S., 4 E.; Sophia, Cardiff to Galle, Oct. 27.; Tennessee, Java to Rotterdam, Sept. 21, off the Cape; Waterloo, Batavia to Amsterdam, Oct. 31, 29 S., 59 E.; California, Cardiff to Galle, Oct. 19, 39 S., 27 E.; Mystic Belle, New York to Java, Oct. 23, 40 S., 21 E.; Alhambra, Manila to New York, Oct. 11, 28 S. 58 E.; Monarch, Cardiff to Galle, Sept. 10, 24 S., 35 W.; 7408, (Marryat's code), showing No. 3 under P., Amsterdam to Batavia, Nov. 2, 5. N., 24 W.

CASUALTIES.—Portsmouth, Dec. 10.—The State of Virginia (str.), Moodie, from London, to Singapore and China, has put into Spithead, with condensing pipes out of order. Batavia, Dec. 10.—The Radama, from Hong Kong, to Callao, has put in here leaky, having been ashore in Gaspar Straits. Foochow, Oct. 27.—The Atalanta (str.), Petersen, of Hamburg, Hong Kong, to Shanghai, was towed in here yesterday, with damage to machinery. The whole of the damage will be repaired while the vessel lies afloat; she will not have to discharge. Shanghai Oct. 29.—The Lulu, Spencer, which arrived, 25, from Keelung, had encountered a typhoon, during which she lost foretopmast and had sails blown away and split. The Braemar Castle (str.), Marshall, arrived here from London, grounded on the south bank inside the bar, 25, but floated off next day; ten lighters were sent down from this port to her while aground, but only two were made use of. We learn by telegram from Hong Kong that the steamer Mongol, belonging to the London, China, and New York Steamship Company, went down off the Nine Pin, fifteen hands lost; she left Hong Kong on the 11th inst. for Yokohama. The Burmese (str.), jettisoned 287 casks and barrels coffee and ten or twelve tons coir. The Glenisla, Watts, London to Penang, lost an anchor and sixty fathoms chain in the Downs during the gale Dec. 10; they are being replaced. Advices from Mauritius, Nov. 13, report that the Prinses Amalie, Timmermann, from Amsterdam to Batavia, put in there Oct. 7, with damage, has been trimmed by the stern to repair the leak in her bow—cargo uninjured.—Rotterdam, Dec. 11.—A telegram from the master of the Maasluis, arrived at Atchin from Newcastle, states that the coals heated very much on the voyage; and that a portion of them had to be thrown overboard. Plymouth, Dec. 13.—The Min (str.), from London to Yokohama, &c., arrived here, had cabin flooded, and received other damage. The outward P. and O. steamer Lombardy, from Southampton, with the heavy Bombay mails, had to put into Plymouth on 10th, through stress of weather, and has returned to Southampton to repair damages.

MISCELLANEOUS.—At Port Said, Dec. 10, Prinses Amalia (str.), from Texel, to Batavia; at Mauritius, Oct. 20, Sea Ripple, Wash, from Singapore; Octoire, Butal, and sailed 16 for Anjer; Iside, Ferreto, G. A. Warren, Ellis, and sailed 21 for Batavia; Adeline, Cox, and sailed 22 for Colombo; Pandita, Courtois, Alfred Gronow, and sailed Nov. 2, for Galle; Meridien, Bernard, and sailed 6 for Galle; Lord of the Isles, Petrie, and sailed 12 for Anjer; Silver Stream, Webber, and sailed 13 for Java; Ophie, Custer, and sailed 13 for Anjer; Liguria (str.), Gandolfo, from Java, and sailed Oct. 31 for Falmouth, after repairing. At Reunion, Chateaubriand, Herbert, and sailed Nov. 6 for Saigon. At Port Said, Dec. 11, Cheops (str.), Duke of Lancaster (str.), from London to Colombo, &c.

THE *City of Tokio* is again back at New York, having performed a satisfactory trip to Aspinwall. The steaming time was less than eight days each way.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BOYES—On the 4th Dec., at Plymouth, the wife of Lieut. George Boyes, R.N., of a son.

ELERS—On the 5th Dec., at Holland-road, Kensington, the wife of C. G. Elers, of a son.

GRIGSBY—On the 14th Oct., at 2, Kaga Jashiki, Yedo, Japan, the wife of W. E. Grigsby, of a son.

KIDDLE—On the 5th Dec., at Dacre Hill, Rock Ferry, Cheshire, the wife of John Kiddle, R.N., of a daughter.

LUCE—On the 29th Nov., at Burton-hill, Malmesbury, the wife of William Hollis Luce, of a daughter.

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MARRIAGES.

Hutchison—Adams.—On the 10th Dec., at 10, Nelson-street, Edinburgh, by the Rev. Maxwell Nicholson, D.D., minister of St. Stephen's, Alfred Hutchison, of Canton, to Mary Jane, only daughter of the late Kenneth McKenzie Adams, M.D., H.E.I.C.S.

Maitland—M'Laren.—On the 2nd Dec., at Aberdeen, Rev. A. G. Maitland, F.R.G.S., pastor of the Church in the Grove, Sydenham, to Jessie E., daughter of the late John M'Laren.

Vickers—Bainbridge.—On the 9th Dec., at Newburn, Northumberland, James M. Vickers, of Shanghai, to Annie E., daughter of E. M. Bainbridge, of Dissington Hall.

Woodruffe-Hamilton.—On the 3rd Dec., at Lynsted Church, by the Rev. Harris J. Bigg Wither, rector of Worting, Hants, Charles Sheldon Pearce Woodruffe, Commander R.N., to Mary Grace, fourth daughter of the Rev. John Hamilton, vicar of Lynsted, Kent.

DEATHS.

White—On the 7th Dec., at Brighton, the wife of Alderman Sir Thos. White, aged 53.

Naval and Military.

Mr. Prynn, acting foreman at Chatham Dockyard, has been selected to proceed to Hong Kong as foreman in charge of that yard. There were volunteers from all the yards for the appointment. The salary is £450 a-year, and the appointment is a new one.

Colonel R. H. Bolton, Madras Staff Corps, Deputy Assistant Quartermaster-General, has been appointed an Assistant Quartermaster-General of the Madras Army, vice Lieutenant-Colonel F. Dawson, and is succeeded as Deputy Assistant Quartermaster-General by Major N. Swanston, Madras Staff Corps. Major Swanston commanded K Company Sappers and Miners in the North China Expedition in 1860, and was present at the actions of Sinho and Tangku, the capture of the Taku Forts, and at Peking from October 6 to 26 (medal with two clasps).

The officers and ship's company of H.M.S. Cadmus, recently paid off at Devonport, have solicited permission from the Admiralty to be allowed to place a tablet in the dockyard chapel at that port, as a memorial of esteem for their shipmates who died during the ship's commission in China. It will be remembered that the officers and ship's company of the Hart received permission from their lordships to erect a similar memento of kindly feeling and respect.

We have to announce the death of Staff-Surgeon W. T. Wilson, late of H.M.S. Iron Duke. This officer was at the Admiralty last week, apparently in the enjoyment of excellent health, applying for employment, and died within a few days afterwards of a sudden and painful attack of illness, brought on by the severity of the weather, which has been very trying to old Indians.

Captain Alexander Buller (1869) is appointed to the command of the Modeste on the China Station. Capt. Thomson, now of the Modeste, is transferred to the Challenger, in the place of Capt. Nares, who is ordered home to take command of the new Polar Expedition.

Her Majesty's ship Lapwing, Commander Sir W. Wiseman, Bart., on her way to join the China command, was at Suez on the 16th ult., and was to leave the same day for her station.

Legal.

COURT OF EXCHEQUER.

BROWN V. HOLT.

This was an action brought to recover compensation in damages for severe personal injuries the plaintiff received when a consular passenger from Hong Kong to England on board the defendant's ship *Priam*. The plaintiff had to sleep in the fore-hatch with two other seamen, who were also consular passengers. When in the tropics a section of the hatch was rigged up in order that more air might find its way down the fore-hatch, and the plaintiff alleged that the defendant's seamen in lowering a jib did it so negligently that the block struck the erection and sent the section edgeways down the fore-hatch upon his head, fracturing his skull and otherwise severely injuring him. The defence in substance was, first, that the erection had been put up contrary to the captain's orders; secondly, that the fore-hatch was a fit and proper place for the plaintiff to sleep in within the 212th section of the Merchant Shipping Act, 1868; and, thirdly, that the plaintiff had been guilty of contributory negligence. This was the second trial. On the first occasion the action was tried in February last, when a special jury returned a verdict for the plaintiff with about £250 damages, leave having been then given to the defendants' counsel to move for a new trial. The result was the setting aside of that verdict and the present renewal of these proceedings.

The jury after an absence of about one hour returned a verdict for the plaintiff—damages, £475. The counsel for the defendant tendered a bill of exceptions to the learned judge's summing up.

UNITED STATES.

The Pacific Mail Steamship Company has begun an action against the Union Pacific Railroad Company. The two companies made a stipulation that one should not adopt a rate of freight below the other, and that the Union Pacific should send so much freight a month over the Pacific Mail, whose ships were to be in readiness to take it. The Pacific Mail allege that they have abided by their agreement, but that the Union Pacific has failed to fulfil its part of the contract. There was a clause providing that each should be entitled to dissolve the contract on thirty days' notice. The Pacific Mail gave the notice, and the Union Pacific refused to come to an accounting, although it is alleged they were debtors to the former company; hence the suit.

An official notification states that in accordance with a notice received from the Post Office Department of Great Britain the postage on newspapers mailed in the United States and addressed for transmission *via* Southampton to the East Indies, Hong Kong, China, Japan, Ceylon, the Straits Settlements, and Labuan, has been reduced from six to four cents for each newspaper, if not exceeding four ounces in weight, a further rate of four cents being chargeable for every additional four ounces or fraction of four ounces.

THE CONSULAR REPORTS ON THE TRADE OF CHINA.

A Blue-book has been issued from the Foreign-office, containing the reports from Her Majesty's Consuls at Tientsin, Chefoo, Newchwang, Hankow, Kiukiang, Ningpo, Foochow, Amoy, Swatow, and Canton on the trade of those ports during the year 1873. Shanghai and Chinkiang are not given. The following is a summary of the reports:—

Tientsin.

Mr. Consul Mongan estimates the total value of the trade in imports, exports, and re-exports at Tls. 21,868,135, equal to about £6,560,440 10s. The imports of foreign origin are returned of the value of Tls. 8,885,021, while the net value of the trade of the port, ascertained by deducting the re-exports, is set down at Tls. 17,203,533. The total for 1872 was Tls. 16,999,448; the figures for 1873 therefore show an increase of Tls. 204,105, or £61,231 10s. The increased value of the imports last year are to be placed to the credit of the native goods and produce, while the foreign imports on the other hand fell from Tls. 10,444,756 in 1872 to Tls. 9,768,679; this decrease in value having been caused chiefly by a greatly diminished importation of T-cloths. Referring to this diminution Mr. Mongan writes:—

The chief cause of the falling off in T-cloths in 1873 was, most probably, an excessive importation of this staple in 1871 and 1872, it having been imported last year more largely even than grey shirtings. In other respects the figures given in the above table indicate a healthy condition of the piece goods trade. But, if goods that are sold by weight continue to be over-sized by the manufacturers in England for the purpose of increasing that weight, disastrous results to our import trade with China may be anticipated at no distant date, and already, indeed, Chinese merchants are deterred from entering the market in consequence of this fraudulent practice. A correspondent of the *North China Herald*, for instance, writing lately from Peking, of Manchester goods at the capital, says:—"The storekeepers here are afraid of buying the trash which rots in their shops. In a short time there will be no sale here at all for British cottons. The hotel-keeper showed me sheets of washed grey shirtings which he said had lost half weight, and they certainly were most miserable flimsy rags, which tore at a pull." The values of the woollen and miscellaneous imports in 1873, taken together, are in advance of the corresponding values in 1872, and the woollen goods especially show a decided upward tendency. Of these the fabrics most in demand were lustres and Orleans, then lastings, Spanish stripes, and camlets.

The year 1873 was a bad one for the importers of opium, though the value of the actual quantity of drug imported exceeded that of the previous year. Prices were, on the whole, unfavourable, and when the last steamer left in December, the estimated stock of Malwa on hand was 1,300 chests, whilst only 13 chests of Persian had found buyers (at about 300 taels per chest of 100 catties) out of the small quantity of 37 chests imported during the year, the drug being of very inferior quality. The quantity of Bengal opium (Patna and Benares) brought annually to the Tientsin market is comparatively small. Its net value last year was only 93,111 taels, whilst that of Malwa was 2,197,485 taels. Patna sold throughout the year at an average of 453 taels, and Benares at one of 446 taels per chest of 120 catties, indicating the small demand which existed for both these kinds of opium.

Less treasure was imported, but a good deal more was exported, in 1873 than in 1872. The number of British subjects and other foreign residents at Tientsin and Taku was 151.

Chefoo.

Mr. Acting Consul Cooper's report gives the total estimated value of merchandise exported in foreign vessels in 1873 at £681,612. The re-exports amount to £93,880, making a total movement of merchandise to the amount of over £2,450,000. Treasure to the amount of £813,742 was likewise exported. He remarks the features of foreign trade during the year 1873 have varied but little compared with the three previous years. A falling off in foreign imports is discernible, and is attributable to the following causes: the plentiful harvest in this, the mountainous half of Shantung, which in ordinary years does not produce sufficient cereals for the support of its inhabitants, has hindered the arrival of the usual grain junks, of whose return cargo foreign imports formed a considerable item; and, secondly, the increased cost of foreign goods shown chiefly in the items of coarse cottons and bar iron, which a very small increase of price induces the natives to manufacture in such quantities as to prevent the sale of the imported articles. Nail rod continues to do well, 3.75 taels (about 22s.) being obtainable for the best marks. It is much used for shoeing beasts of burden, and no native iron of an equal quality can compete with it in price. The heavy deductions that have still to be made on many sales of shirtings and other Manchester goods on account of damage arising from mildew affect injuriously their import. Over 6,000 tons of coal have been imported during the year.

Mr. Cooper says:—

With the exception of coal and iron, the mineral resources of the province are still untouched. The authorities and people both seem well aware of the hidden wealth of their hills. The lower orders at

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times complain that they have to starve while, if a mine were allowed to be opened, a demand for labour would at once arise, and food become easily attainable. The governing class may be tempted to obtain funds to enable them to establish an arsenal by taking off the interdict, but the thought that by so doing they will accelerate an influx of foreigners among them is more than sufficient to overcome their inclination, so universal is the belief and so convinced are they that all revolution of the existing state of things or material progress will bring on them endless trouble and disaster.

NEWCHWANG.

Mr. Acting Consul Harvey reports that although the total trade of the port is less than it was in 1872, the net value of foreign goods imported exceeds that of the previous year by the sum of 141,161 taels. It is also to be noted that the ground gained in 1872 on the general trade has not been entirely lost, as the total value of the trade for 1873 is 629,351 taels above that of 1871. Such being the case, there need be no discouragement in the fact that last year shows a decrease of 598,284 taels, as compared with 1872. The decrease is solely in the amount of Chinese produce imported or exported in foreign vessels, which only affects British interests by slightly reducing the amount of the carrying trade, whilst an increase has taken place in that factor of the trade—the importation of foreign goods—which alone directly concerns Imperial interests, or is of other than purely local importance. In imports there is an increase of nearly 300 piculs of opium, and a marked increase in all cotton piece goods except T-cloths. The enormous importation of this latter article in 1872—out of all proportion to previous arrivals—produced the impression that the market must be overstocked, and caution was exercised accordingly. It was found, however, that the demand was sufficient to carry off the whole of the new stock, and that a much larger quantity could have been disposed of if to hand. Other cotton goods show an increase of over 50,000 pieces compared with 1872, that in drills being the most remarkable. In consequence of the adulteration now practised of the materials with which cottons are made up at home, it is right to note in this place that foreign sellers are often compelled to make allowance on the price contracted for, and that buyers are much more suspicious than they used to be.

Upon the subject of coal Mr. Harvey remarks :—

It is to be regretted that the export duty on native coal, evidently meant to be prohibitive, should be so high as 0·672 taels per ton, against 0·050 taels per ton on the import of foreign coal. This difference is just sufficient to prevent its entering into competition with Japanese and Australian coal in the southern market. I am glad, however, to say that the attention of the Chinese has been more or less directed to this coal district, and that the Governor-General of Chihli sent two men to Penhsihu on a special mission to examine and report. An effort was also made by an enterprising native to improve the process of working these mines, and for this purpose he invested 1,200 taels in a foreign pumping apparatus. Unfortunately, however, it has proved a failure, as the stream of water thrown out was so small that the old system of removing the water by coolie labour was found to be more expeditious and less expensive.

HANKOW.

From the tables appended to the report of Mr. Consul Hughes it appears that the total value of the foreign produce imported was Tls. 10,631,403. There is no remarkable feature in connection with the export trade. With reference to opium Mr. Hughes writes :—

The increase in the import of opium is not, it is said, an evidence of increased consumption. The import of opium into Hankow, though greater than that of 1872, is less than that of former years, and is said to have received an impetus owing to the greater strictness of the officials of Canton, from which province considerable quantities of smuggled opium had been in former years sent to the mart of Seang Tan in Hoonan. But little opium reached Seang Tan direct from Canton during the past year, and the demand had to be supplied from Hankow. On the other hand, it is a fact that there is a diminution in the quantity of native opium reported for the le-kim duty, and this circumstance would at first sight appear sufficient to account for the increase in the import of the foreign article. But the statistics on the subject are likely to mislead. Probably only a small proportion of the native opium which passes this place is reported to the authorities, while every pound of foreign opium is duly recorded.

With regard to the shipping Mr. Hughes says :—

The trade on the river, so far as it is carried on under foreign flags has for several years past been chiefly conducted by the Shanghai Steam Navigation Company, whose vessels, sailing under the American flag, and built after the model of American river steamers, have hitherto proved to be far more suitable than any other class of vessels. During the year 1873 the first serious effort was made by a British company to contend against this supremacy. For this purpose two vessels, which had been already plying on the river, were purchased, and four were ordered to be built in England, two of which arrived during the year. A brisk competition resulted in the reduction of freights to almost nominal rates, but after heavy losses the two companies have since agreed upon uniform rates of freights and passage. One consequence of the steamer competition was that steamers not belonging to the rival companies had to withdraw from the river. The small sailing-vessels known as "lorchas" had also difficulty in finding remunerative employment. The number of such vessels cleared under the British flag from Hankow amounted to 41 in 1874, against 59 in 1872, and 90 in 1871.

KIUKIANG.

Mr. Vice-Consul King reports that the trade again shows improvement. The total of the net trade of the last three years is as follows: — 1871, Tls. 9,800,699, or £3,062,718 ; 1872, Tls. 11,270,026, or £3,756,675 ; and 1873, Tls. 12,113,415, or £4,037,805.

Upon the subject of opium we find the following remarks :—

The increase in the importation of opium is part of a general one in the trade throughout China, for I learn that shipments from India are larger than ever in spite of the increased native production. At this port the importation of Malwa opium for the last seven years from 1867 has been, piculs 2,202, 1,923, 1,905, 2,110, 2,063, 1,934, and this year 2,366. In the province of Szechuen, which I visited in the autumn, the cultivation of the poppy appeared to be general, and the consumption of opium almost universal. There it is an article of consumption rather than of trade, and the Government derives no revenue from it. From time to time the officials fulminate more or less severe orders against the cultivation and sale, but, from all I could learn, no prohibitive measures are put in practice.

Remarking upon the operations of tariffs Mr. King says :—

During the last four years the whole trade of the port has increased gradually from £3,142,228 to £4,037,805. The people are richer, the inclination to trade is great, demand is steady, and prices are such as to admit of business, but the determined opposition of the Governor of the Province to the transit system, both as regards imports and exports, is so great that trade is restricted in some articles and destroyed in others. Although, as I stated last year, the Chinese Government theoretically and ostensibly allows natives to take goods of foreign origin into the interior under transit pass, yet, owing to this actual and covert opposition, not one single pass has been applied for by them this year for merchandise calculated by weight, so impressive was the lesson read them by the confiscation case of 1872, when a large cargo of lead was condemned by a manipulation of false weights at a war-tax barrier.

It is almost unnecessary to point out how this militates against the welfare of the port and of the province. The import business being small, few foreigners reside here, and from this fewness of merchants there is no market for native produce, which has to go elsewhere for sale, and so one cause has reacted on the other till it is now almost forgotten what a thriving port Kewkiang once was. The state of trade here now shows undoubted signs of improvement, or rather capability and desire for improvement after years of steady decline ; and I look upon the present as a critical time when the trade may, if fostered by Government, and pushed by enterprise, resume its former state ; but, if abandoned, as it now is, to the deadening effects of provincial repression, and by those who formerly caused its success, it will soon become confirmed as a mere port of call for steamers.

NINGPO.

Mr. Consul Alabaster reports a falling off in the value of the trade for the year 1873 of over 2,000,000 taels, or roughly £600,000, although by the common report the year is to be considered an averagely prosperous one, in contradistinction to the preceding one, in which the returns showed an advance of nearly 3,000,000 taels, or £1,000,000 on 1871.

The chief increase in foreign imports is that noticeable in opium, which has increased from 5,000 chests in 1870 to over 7,500 in 1873, paying the Chinese Government over 220,000 taels in duties. In opium, and in the carrying trade nearly alone, foreigners can, under present conditions, compete with the native merchants ; and though the raft which tides the community over its time of difficulty may have rottenness in it, there is no possibility of safely abandoning it for the moment. The other chief foreign imports are cotton piece goods, of which 751,469 pieces, valued at £460,000, were imported, showing an increase on that of 1872 of 80,000 pieces.

Referring to the exports Mr. Alabaster says :—

In the export trade the resident foreigners have little share, the neighbouring market of Shanghai, with its banking and other facilities, attracting the teamen thither ; while in the cotton, drugs, and wine exported to the coast ports and Straits' markets, the foreigner has little chance of competing with the native merchants ; nor do I see any possibility of this being otherwise, as the Chinese must necessarily be at an advantage in dealing with their own countrymen, in their own produce, over foreigners ; and neither the wine nor the cotton, nor the oilseeds, nor the drugs, which the country produces in great abundance, are likely to form matter for direct export to foreign countries.

In the returns the staple of the Ningpo trade, green tea, shows a large falling off, consequent on the disastrous year of 1872, in which the supply had been expanded far beyond the limits of demand. Rendered cautious by their losses, the native tea speculators confined their operations, at the commencement of the season, to the narrowest limits ; very fortunate for themselves, as although the American market somewhat recovered itself during the year, the demand in England was most injuriously affected by the raid made by the analysts against so-called adulterated teas.

The following refers to the shipping trade :—

Tonnage shows an increase, but this is owing nearly entirely to the competition between the old established Shanghai Steam Navigation Company, whose vessels run under the American flag, and a newly started native company, whose boats fly the Chinese flag ; and although the passenger traffic temporarily increased numerically with the low rates charged by the new company, the year has been unfavourable to shipowning interests. In other branches of trade the Hong Kong steamers still call in here about once in three weeks on their way to Shanghai, the opium consumption affording them sufficient freight to make the deviation from the direct route profitable ; but although the majority of these vessels at present fly the British flag, they are getting entirely into the hands of Germans and Americans, with the gradually growing, and more or less well-founded opinion, that English vessels are, in China, subjected to more troublesome regulations, and receive less efficient support, than those of other nations. It will not be long before our shipping fees show a still further diminution.

(To be continued).

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, DEC. 14, 1874.

THE CHINESE COOLIE TRAFFIC AND THE ABORIGINES' PROTECTION SOCIETY.

At their meeting on the 1st inst., report of which we published in our last issue, this society emphatically maintained that the protection of the aboriginal and other native populations which acknowledge the authority or are subject to the influence of Great Britain is a duty imperatively binding on the British Government. The responsibility thrown upon this country by the tenor of this resolution is a serious one, but it is one which we have never shown ourselves slow to accept, and we doubt not that Her Majesty's Government will, in course of time, effect the objects advocated at this meeting, both in our own possessions and in those other countries where we may further the cause of humanity by means of good advice and judicious counsels. The cause of the Chinese coolie has certainly not been neglected by English people, and it is entirely owing to their exertions that the nefarious trade of Macao has been prohibited, and, we hope we may soon be able to say, entirely stamped out. Our aid is now further invoked on behalf of the so-called "indentured labourers" in Cuba and Peru, who, it is said, are to all intents and purposes treated as slaves. The Chinese immigrants, too, in California, though there is no pretext for saying that they are slaves or even indentured labourers, are undoubtedly treated in a disgracefully unfair manner, but perhaps they may derive some crumbs of comfort from the passage in which President Grant, in his Message read to the United States Congress on December 7, alludes to them, though we are inclined to fear that the legislation which he invites will not be of a favourable nature. Probably the most interesting speech at the meeting of the Aborigines' Protection Society was that of Mr. Ng Achoy, of Hong Kong. He put the matter plainly and openly, stating that the coolie trade in China, with very few exceptions, is nothing less than a disguised slave trade, and, in fact, really worse than that, owing to its being carried on under false colours. He gave those concerned in the suppression of the Macao coolie trade all credit for their humane exertions, but though the business has been stopped, he thinks, and wisely, too, that it would be well to keep a vigilant watch over Macao. He next calls attention to the condition of "the coolies in Cuba and Peru, "where they are treated with great cruelty and unparal-"leled inhumanity," and of whom he says that "the convicts in England are in a better situation than they are." It is certainly high time that something was done to impress upon these two importers of Chinese labour the duties of humanity, and the obligations of civilisation. The remainder of his speech Mr. Ng Achoy devoted to the hardships and disabilities of the Chinese emigrant to California. On his arrival he is obliged to pay a capitation tax before he can land; he is denied all civil rights; he has no vote; and, worst of all, his evidence is not received in a court of justice. "Therefore," says the speaker, "if "a man murders a Chinaman in San Francisco, in open "daylight, in the presence of, say, one hundred Chinese, "the testimony of all these eye-witnesses will not "be taken, and the murderer will be allowed to es-"cape scot-free." Furthermore, the Chinese in California are subject to all sorts of harassing local laws and regulations. "Supposing the Chinese Government were to im-"pose similar restrictions on the American residents in "China, would they quietly submit to it?" asks Mr. Ng Achoy, "and would the American Government tolerate it?" These pertinent questions require no answer, and it behoves our Transatlantic cousins to reform their ways, or their iniquitous treatment of the Chinese, to whom they owe so much in the Far West, will become a bye-word among civilised nations. Mr. Achoy's remarks on this head are not mere reckless assertions, for they are fully borne out by the statements of intelligent and observant travellers with regard to what they have noticed in San Francisco and other parts of California. The objects of the Aborigines' Protection Society are most laudable, and we earnestly hope that their endeavours in the cause of humanity may be crowned with the success which they so well deserve.

SETTLEMENT OF THE FORMOSA DIFFICULTY.

More than three months ago, even in the face of apparently adverse telegraphic intelligence, we ventured to give expression to a decided belief that the questions at issue between China and Japan were on the eve of a pacific solution, and that, after all, there would be no outbreak of hostilities between the two countries. As our readers are aware, subsequent events have shown our vaticinations to have been correct. After a vast amount of diplomatic negotiation at Peking and elsewhere, which, originating in a demand on the part of the Japanese for satisfaction for the murder of some shipwrecked mariners by the savage tribes on the Formosan coast, and needlessly aggravated by the foolishly shilly-shallying policy of the Chinese, has been going on more or less continuously since the summer of 1873, and during the progress of which the Japanese, driven in a great measure by the force of circumstances, despatched a small body of troops to Formosa, and having landed with comparatively little opposition, proceeded to take the law into their own hands, and to punish the offending tribes of aborigines, with whom their own so-called rulers were afraid to meddle, the whole difficulty, which ought to have been settled most easily and amicably at the outset, has at length been brought to a termination, by the Japanese agreeing to withdraw their expeditionary force from the island on the payment by the Chinese of a pecuniary indemnity of 500,000 taels, and without their preferring any demand for the annexation of any portion of the territory which they have been holding by right of conquest. We have not, of course, at present had time to receive any detailed information in regard to the precise causes which have led to this settlement of what at one time promised to be a somewhat hopeless and inextricable *imbroglio*, but, as far as we can judge, they would appear to have been of a twofold nature. The Chinese, no doubt, felt that, as we but recently pointed out, they were not sufficiently well prepared to go to war, and that a succession of inevitable defeats at the hands of a power like Japan would for many reasons be most disastrous to them at the present moment; and they were, therefore, probably disposed, after a little beating about the bush, to give in to almost any terms, provided that they could get off without any cession of territory, and with the sovereign rights which they claim over the island of Formosa unimpaired. The Japanese, on the other hand, doubtless found themselves in an awkward position, for, although they might have proved victorious at the commencement of a struggle with their powerful and unwieldy neighbour, they had the good sense to perceive that they could not hope to overcome her in the long run, owing to the manifest superiority of the Chinese in all the material resources necessary for the successful conduct of a protracted war. They had punished the aborigines of Formosa for their cruelty to their fellow-countrymen, and had thus avenged their massacre, and vindicated the honour of their country; but they had begun to find the war an expensive matter in more ways than one, for not only was it a very serious drain on their pecuniary resources, but sickness was already thinning their ranks to an alarming extent, and, as a contemporary states, one steamer which arrived in Japan at the beginning of October alone brought home from Formosa seven hundred invalids, which must be a very large percentage of the whole number of troops

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there. All these reasons combined, we have no doubt, had great weight with the authorities at Yedo, and peaceful counsels began to prevail where but recently so eager a desire for war had pervaded all classes of the population alike. "An important assembly of about fifty of the nobles and ex-daimios," we are told, "convoked at "the instance of the Government, met in deliberation on the 8th October at the Emperor's residence "on the subject of the complications between China "and Japan. The momentous question of peace or "war was debated, and a resolution in favour of peace "was adopted." We cannot, of course, pretend to say whether the conclusions arrived at by this species of Privy Council had had any effect on the course which the negotiations at Peking were taking, or whether indeed OKUBO was informed of them; but, however that may be, they are deserving of notice as indicating the undoubtedly altered condition of public opinion in Japan. We congratulate the Japanese on the results which they have achieved, and which are mainly to be attributed to the confidence inspired in them by their new-born civilisation, although, at the same time, as we remarked on a previous occasion, we think that they did wrong at the outset in invading a portion of the Chinese Empire without a formal declaration of war. With regard to the Chinese, we hope that they will learn wisdom from the lesson which they have received, and that, profiting thereby, they will forthwith proceed to set their house in order, for if they do not, they will assuredly find that much trouble will befal them, both from within and from without, and that, too, at no very distant period.

Since the foregoing was in type we have received a telegram from Hong Kong announcing that the Japanese troops evacuated Formosa on the 3rd Dec.

SOME months since we noticed the appointment of Mr. ANDREW CASSELLS, of the firm of Messrs. PEEL, CASSELLS, and Co., Manchester, to a seat at the India Council. We now learn that a selection of a similar kind will be made to fill the vacancy caused by the death of Mr. ARBUTHNOT. The policy adopted by Lord SALISBURY in this respect is conducive to the welfare of the mercantile interests of India, and will meet with general approval.

WE learn by telegram that the expedition which has been charged with the completion of the survey of Captain SPRYE's land route from Rangoon to Kiang-Hung—to which reference was made in our issue of the 26th Oct.—has started from Rangoon. The expedition is accompanied by Colonel HORACE BROWNE, Dr. ANDERSON, Mr. NEY ELIAS, and also by Mr. MARGARY, who has proceeded from China to join the expedition.

M. DE GEOFROY, the French Minister at Peking, has obtained leave of absence, and the First Secretary, M. le Comte de ROCHECHOUART, will be in charge of the Legation during his absence. We are pleased to note the promotion to Paris of Mr. F. O. ADAMS, formerly Secretary of Legation at Yedo, and at present at Berlin.

SIR RUTHERFORD ALCOCK ON CHINA.

(To the Editor of the *London and China Telegraph.*)

SIR,—The long and interesting article in *Macmillan's Magazine* on the subject of China and Japan, from the pen of Sir Rutherford Alcock, which you reproduced in your paper of Sept. 11, calls for careful consideration, since its prophecies and theories are of a very sensational and startling character.

I venture to offer one or two remarks merely on matters of detail; matters, however, which affect more or less directly the argument of the whole. Here, for instance, is a loose and absolutely misleading paragraph:—"Dockyards, arsenals, foundries, and all the plant necessary for building and floating, and the sailors for navigating large class iron steamships, actually in full work in Chinese and Japanese hands in 1874." I wrote near the close of Oct., 1874, and it is surely strange that, supposing Sir Rutherford to be correct in his terrifying statement, the Chinese Government as a matter of fact should not possess to-day a single iron war-ship of any kind; and that the two which the Japanese do possess, should have been purchased by Japanese money, not built by Japanese skill. The navigating powers of the officers of the Chinese fleet may be respectable, but the fighting qualities of their sailors do not stand very high in the estimation of those who have boarded their vessels. English newspapers and magazines are continually repeating this wholly erroneous statement as to the ironclads, and home-built iron vessels of the Chinese fleet. Sir Rutherford's hint, also, as to the possibility of Eastern conquest-waves rolling again over Europe, because, forsooth, China, and Japan are labouring to purchase ironclads and breech-loaders, and to adopt our Western improvements, ignores the fact that Western war science is also ever advancing; and to imagine that semi-civilised Powers cannot merely adopt but *use effectively* at one jump the most perfect forms of Western war material, is contrary to all experience. The iron will run into their inexperienced hands, and the fire flash back on the clumsy manipulators, causing internal rebellion, not foreign aggression.

Such waves of conquest, also, require a martial people, such as the Tartars were of old, not a peace-loving nation like the Chinese, to whom the Militia system just now introduced into Japan, because of the war-panic, is viewed with astonishment and alarm. It is absolutely untrue to assert that as at present constituted China or Japan could launch into Europe "an army larger than the greatest power of the West maintains." Sir Rutherford's remarks about the treaty offensive and defensive between Russia and Japan are singularly interesting at the present day. We are hourly listening for the declaration of war between China and Japan; but still the news comes not. Is it, then, Japan has kept her last diplomatic threat till the last, and has made China pause with the terrible prospect of Russian armed intervention?

My last quarrel with Sir Rutherford is for his so lightly repeating and perpetuating the oft-repeated libel against Christianity, namely, that it is "a principle of revolt subversive of the established rule." What does this mean? At whom does the writer aim? Does he refer to the blasphemous caricature of Christianity preached by the Tai-pings? Surely not. Or does he refer to what he mentions below, "religious propagandism under French protection?" I have nothing to say in defence of such propagandism; but surely the writer of this article should have been more careful to discriminate between propagandism and propagandism. Christianity when preached according to the Christian Bible teaches emphatically and without exception "honour to the King, submission to the powers that be, prompt payment of custom and tribute, and careful observance of the 'five relations' so much set by in Chinese eyes." Is *this* a revolutionary creed? Sir Rutherford's sneer is simply an echo of the old cry of the East India Company against mission work in India, that it would create discontent and revolt. That cry of alarm has died away, and is succeeded by the recognition of the great civilising and controlling power of Christian work in India, from the Governor-General himself and his Council.—I remain, &c., M.

Shanghai, Oct. 28, 1874.

Literature.

The first portion of the narrative of the "Life of the Prince Consort," prepared from documents and other materials placed by Her Majesty at the disposal of Mr. Theodore Martin, is published by Messrs. Smith, Elder, and Co. As a faithful picture of much of the private and public life of the Prince the volume abounds with interest and subject for reflection. The volume teems not only with illustrations of the rare good sense and good taste of the Prince, but adds further evidence to that already existing of the deep interest which he felt in the welfare and institutions of his adopted country. The present instalment of the work carries the biography as far as the birth of the Princess Louise in 1848.

The majority of the papers in the December number of the *Oriental* are continuations. Thus, "Sir George Campbell and his Administration of Bengal," the "International Congress of Orientalists," a "Day in Camp and Cucherry," "Notes from the Journal of a Tour in the North of China," "Japan Visited by an old China Resident," and "Gossip about Ceylon," have all been previously noticed. There are some useful "Notes on the Land Tenures and Revenue Assessments of Upper India," and a chapter on the late Dr. Archibald Campbell. The annexation of Fiji also forms the subject of a paper.

The Archbishop of Canterbury's address to the Margate Church Institute upon "Some Current Fallacies Respecting Supernatural Religion" is reproduced in the current number of *Macmillan.* There are some very interesting "Notes on Rome," by Captain Burton; a paper by Mr. Tom Hughes, called "Ismalia;" a review of the Greville Journals; and a letter to the editor on Prussia and the Vatican. These, together with some minor papers, a sonnet by Mrs. Brotherton, and some lines, "In Borrowdale," by T. H. Ward, make up an excellent number.

The opening pages of this month's *Geographical Magazine* are devoted to the Arctic Expedition and the Austro-Hungarian Expedition. The editor has a paper on the Emigration question, entitled "From China to Peru," in which he expresses his conviction that every guarantee entered into on the part of Peru

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will be fulfilled to the letter. The Tamraparni system of irrigation in Southern India, together with the usual reports on the Geographical Societies, are valuable contributions. There is also a capital map of Franz-Joseph Land.

The *Athenæum*, in noticing Mayers's "Chinese Manual," says, "All who have been compelled from time to time to make researches in Chinese biographical dictionaries and encyclopædias, will fully appreciate the benefit Mr. Mayers has conferred upon students of Chinese by his present book. In the choice of the material he has shown a wise discretion, and the great variety of sources from which it has been collected bears testimony to the industry and learning of the compiler."

Messrs. Partridge and Co. have recently published a series of "Wall Papers" intended for gratuitous circulation in China. They contain in the centre a large engraving of a Bible subject, and on either side a description in Chinese, rendered in the words of the Bible. The Chinese characters are photo-lithographs, and therefore resemble written characters, a circumstance which makes them doubly valuable in the eyes of those for whom they are intended. Messrs. Partridge and Co. have also issued a neat little volume of "Music for the Nursery." This work, which contains many simple airs suitable for children, is revised by Mr. Philip Phillips, the Singing Pilgrim. It is pictorial as well as musical, and will be no doubt highly appreciated by the little ones.

In the *Gentleman's Magazine* for December "Olympia" occupies a large share of the pages. In addition to the second part of the "L. S. D. of Literature," and a further instalment of a "Rambling Story," we are given a paper on "Dublin Political Satire and Satirists Forty Years Ago," which is most entertaining. Mr. Robert Buchanan contributes a poem from the Irish called "Midian Uara," while the "Table Talk" is as usual very pleasant to read.

We hear that Mr. W. E. Griffis, who has been for some years engaged at the Imperial College at Yedo, and who is now in England on leave, is preparing a book on Japan.

Miscellaneous.

THE TRANSIT OF VENUS.

The *Academy* reports that telegrams have been received from a large number of stations, announcing the measure of success which has fallen to the lot of the observers sent out by different nations; and certainly, so far, astronomers have not much to complain of in the matter of weather, as will be seen from the following table of the results at the stations from which news has been received up to the present time:—

Complete Success.	*Partial Success.*	*Failure.*
Cairo	Ispahan	Shanghai
Thebes	Wladiwostok (Siberia)	Madras
Suez	Adelaide	Blagowesck-tschenk
Bushire	Hobart Town	Omsk
Roorkee (N. W. Provinces, (India)	Robe, Victoria	Orenburg
Calcutta	Possiet	Uralsk
Kurrachee	Habarowka	Kazan
Nagasaki (Japan		Astrachan
Hiogo (Japan)		Kertch
Melbourne		Tiflis
Tschita		Erivan
Jalta		Naktritchevan

At Cairo Captain Ord Browne and Mr. Newton got good observations of internal contact at egress, though they differ by four seconds in the time noted. Captain Browne remarked a ring of light surrounding the black planet, which may have been caused by the atmosphere of Venus. Both he and Mr. Hunter at Suez obtained a good many measures with Airy's double-image micrometer of the distance of Venus from the sun's limb before internal contact, and of the length of the cusps after, observations which are nearly as valuable as those of the actual contact. Mr. Hunter also observed the latter phenomenon well, the clouds, which had been very threatening, clearing off just before the critical time. Captain Abney at Thebes was very successful with his photography, obtaining a good series of fifty photographs of Venus, at intervals of a second, with the Janssen revolver slide, so that a photograph has been secured of the actual contact, which besides its intrinsic value is of great interest from the fact that there is no trace of the black drop which was such a trouble to Captain Cook and the other observers in 1769. This agrees with the testimony of all the telescopic observers, who are unanimous in saying that nothing like a connecting ligament has been seen in this transit, a circumstance which is probably owing to the great improvement in telescopes and to the education of the eye by previous practice in observing a model. Colonel Campbell, Dr. Auwers, and Professor Dollen, made good observations with their telescopes at Thebes.

The Roorkee party, headed by Colonel Tennant, have been highly successful in the most important part of their work, the photography, having taken 100 good photographs, besides securing the eye observations. In Japan M. Janssen has worked his revolver photographic slide well, and sixty ordinary photographs on glass have been taken by the Americans, and numerous daguerreotypes on silver plates by the French. Further, 150 measures of the lengths of cusps were made, and thirty-one differences of R.A., and eighteen differences of N.P.D. of the limbs of Venus and the Sun observed. The longitude of the American station at Nagasaki was determined in November by telegraph, using Wladiwostok as the point of reference.

CONGRES DES AMERICANISTES.

We have much pleasure in calling attention to the proposed International Congress of Americanists, which is to be held at Nancy next summer, and the idea of which, we presume, has been suggested by the recent International Congress of Orientalists. We have been favoured by M. Ed. Madier de Montjau, President of the American Society of France, with copies of the circular invitation to this gathering, and of the regulations under which it and future meetings will be held, from which we learn that those *savants* who take an interest in the history of America before its discovery by Columbus, in the ethnography of the native races of the New World, and in the interpretation of the written monuments which they have left behind, will meet at Nancy from the 19th to the 22nd of next July, and that an exhibition of American archæological remains will be open during the same period. The central organising committee will be glad to receive all communications that may be addressed to it for this session of the Congress, and desires to call the attention of students of American archæology and ethnography to the following points:—(1). Relations of Europe, Asia, Africa, and Oceania with America before the time of Columbus; (2). Interpretation of the written monuments of American antiquity; (3). Ethnographical and linguistical classification of the Indian races of the New World.—Those who are desirous of becoming members of this Congress may obtain tickets of membership (price 12 francs) on application to the American Society of France, at 20, Rue Bonaparte, Paris. Detailed programmes will be published later on, and will be forwarded to the members of the Congress, the future progress of which we shall watch with much interest, as it will, doubtless, supply the world with a vast amount of valuable and curious information on the subjects indicated above.

Railways in China.—The conductors of the Chinese paper *Hwe Pao*, published at Shanghai, appear to have had a hint from the mandarins opposed to the introduction of Western inventions. In an article on the subject of railways it says: "The accidents on the railway lines are very numerous, caused by collisions, by the engines or tenders taking fire, by the trains running off the lines, or by the bridges giving way and the trains being precipitated into the rivers below. In other cases the carriages are injured by the great speed at which they are hurried along, and the accidents are so numerous that it is often impossible to ascertain the exact number of dead and wounded. All the foreign journals are full of details concerning these accidents. But, admitting that most of these casualties are preventable, and that the trains follow their regular course, they travel quicker than the thoroughbred horse, and the people walking on the lines would have no time to get out of their way. From this cause alone the number of fatal accidents would be enormous. In all countries where railways exist they are considered a very dangerous mode of locomotion, and, beyond those who have very urgent business to transact, no one thinks of using them."

The Chinese in California.—In California the Chinese have, it is said, become so indispensable as servants that, notwithstanding the outcry raised against their immigration, they have established a footing there based entirely on their own merits. Consul Booker, in his report on the trade and commerce of California for 1873, lately issued, states that in the early part of last year the anti-Chinese cry was taken up by all classes of politicians, and at one time took so forcible a shape that the Chinese companies who control the immigration telegraphed to stop it altogether, and for a few months there were no arrivals; but of late every ship has brought a few Chinamen, and, notwithstanding all that has been said or written against the Chinese, it must be evident to every one that without them many of the wants of the people would have to go unsatisfied, as in the country they are almost entirely used as domestic servants and perform many duties for which they are especially adapted. Strong as the prejudice against them may be, it is certain it is not strong enough to keep those who are their most formidable opponents from making use of their services.

The Russian explorer M. Miklucha-Maklay, having completed his researches on the ethnology of the Papuans in New Guinea, and having apparently proved incontestably the existence of the race in the Philippine Isles, he is preparing to visit the Malay peninsula. He will accordingly start from Batavia some time during the present month, land at one of the ports in the south, and from thence penetrate into the interior range of mountains, where he expects to find a tribe called Semang, which he, in common with other authorities, considers will prove to be of Papuan descent.

It is notified that all persons having any claims or demands upon the estate of the late Mr. W. W. Ker, of Singapore, who died on the 14th of October last, are required to send in writing the particulars of their claims to Messrs. Carr, Bannister, and Co., the solicitors for the executors, on or before the 4th of January, 1875.

Dr. Paul Goldschmidt, a graduate of Göttingen University, and a pupil of Benfey and A. Weber, has been appointed by the Ceylon Government to collect and edit rock inscriptions, and to report upon the ruined cities of Ceylon.

LATEST TELEGRAMS.

EVACUATION OF FORMOSA BY THE JAPANESE.

Hong Kong, Dec. 6.—The Japanese troops evacuated the island of Formosa on the 3rd inst.

THE WESTERN CHINA EXPEDITION.

Rangoon, Dec. 12.—The Western China Expedition started, under Colonel Browne, this day.

THE DANISH MINISTER TO CHINA.

Shanghai, Dec. 11.—Count Raasloff, the Danish Minister, had an interview at Tientsin on the 4th inst. with the Viceroy Li Hung Chang and the Japanese Ambassador. His Excellency intended to continue his journey to Peking on the following day.

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Monetary and Commercial.

The position of the Manchester Market has altered little since our last report of the 4th instant, but the feeling of quiet has been more marked and increasingly dull under the influence of a reaction in the Liverpool Cotton Market; buyers are restricting their operations to absolute and immediate requirements. Quotations are nominally the same as last quoted, though the tendency is in buyers' favour, and in low qualities, especially where stocks are held, transactions have taken place on easier terms.

The directors of the Eastern Extension Australasia and China Telegraph Company (Limited) have declared an interim dividend for the quarter ending September 30 of 3s. per share, or 6 per cent. per annum, free of income-tax, payable on the 15th proximo.

The Eastern Telegraph Company announce that the usual interim dividend of 2s. 6d. per share, in respect of profits for the quarter ending 30th September last, will be paid on and after 14th prox.

The *Produce Markets Review*, in referring to the present position of the Tea trade, says :—

The total deliveries from London bonded warehouses for the present year will probably reach at least 170,000,000 lbs., which far exceeds the largest quantity imported in any one year from China. But for the large importation of Indian growths, the question of future supplies would by this time have caused no small anxiety here; the more so, as although the quantity exported from China has vastly increased during the last ten years, this result has apparently been obtained at a considerable sacrifice of quality: fortunately, the yearly increasing supply from India, and the excellent quality of most of it, have removed all apprehension on this account. Other countries, too, are striving, with more or less success, to produce teas suited to the tastes of European consumers; and we have no doubt that in a very few years the import of tea from all sources will reach a total undreamed of by many at the present time. The cultivation and manufacture of the plant in Java have made immense progress during the last five or six years, both as regards quantity and quality, and its consumption in England has of late been considerable. The subject appears to be also engaging the attention of practical men in Ceylon, and, from experiments already tried, there is every prospect of ultimate success. Although Japan has only comparatively recently entered the field as a producer of tea, it nevertheless exports large quantities, principally of uncoloured green, to the United States of America, where they are highly esteemed on account of their purity and excellent quality. We learn, moreover, that the Japanese are rapidly extending the cultivation of the plant, and that heavy supplies are likely to be shipped direct to England. The Tea trade has evidently a great future before it: with sufficiently low-priced good tea, consumption would probably in a few years be doubled; and with a continually-augmenting production, there seems no reason whatever why this should not take place.

A first dividend of 3s. in the pound has been declared in the estate of Oppenheim and Schrader.

The amounts of Bar Silver to hand during the week have been very small, about £12,000 in all. The demand is exceedingly quiet, and the price remains at 57¾d. per oz. The remainder of the Mexican Dollars by the last West India steamer have been sold at the same rate as the first portion, 56½d. per oz., and the market is now cleared of this coin.

A Circular just issued by the Eastern Telegraph Company states as follows :—

"The Eastern Telegraph Company, Limited, announce to the shareholders and the public that, after lengthened negotiation, agreements have been completed with the French Government, H.M. Postmaster General, and the Submarine Telegraph Company, by which the company will immediately be placed in possession of a special wire between London and Marseilles, to be worked by the company's own clerks, in connection with their Marseilles-Malta cable. The effect of opening up this additional service will be to greatly accelerate the transit of messages, the new line being designed expressly for the traffic between Great Britain and Egypt. Telegrams should be written on the Company's forms, and directed '*via* Falmouth;' these words being signalled as an instruction by the postal authorities free of charge. The messages will then be forwarded *via* Marseilles or *via* Gibraltar, whichever route is working best and most free from traffic. London messages should be presented for transmission at the company's offices, 74, Old Broad-street, 8 Leadenhall-street, or 42, Finsbury-circus."

THE BOARD OF TRADE RETURNS.

The following is an extract from these Returns of the figures which refer to our Export trade with China and the Far East :—

COTTON YARN.

To		For the Month ended 30th Nov. 1872.	1873.	1874.
China and Hong Kong	lbs.	686,000	952,400	980,900
Japan...	„	414,800	205,300	901,600
Straits Settlements ...	„	82,800	167,435	149,360
Ceylon	„	103,000	5,850	18,200
		For the Eleven Months ended 30th Nov.		
China and Hong Kong	lbs.	8,938,260	9,763,280	13,590,100
Japan...	„	11,727,360	6,974,550	5,460,300
Straits Settlements ...	„	1,772,610	1,953,885	2,249,950
Ceylon	„	236,550	184,350	343,800

COTTON MANUFACTURES.

To		For the Month ended 30th Nov. 1872.	1873.	1874.
China and Hong Kong	yds.	32,133,900	22,510,450	27,337,800
Japan...	„	1,690,200	1,927,700	1,569,200
Philippine Islands ...	„	16,300	739,700	875,100
Java	„	1,355,100	1,325,400	2,301,200
Straits Settlements ...	„	9,813,500	6,138,200	6,583,300
Ceylon	„	3,060,600	2,499,500	2,805,100
		For the Eleven Months ended 30th Nov.		
China and Hong Kong	yds.	373,373,425	320,927,170	362,157,800
Japan...	„	26,696,300	20,354,847	17,218,600
Philippine Islands ...	„	10,390,960	8,719,340	10,247,440
Java	„	22,159,250	16,799,350	34,157,500
Straits Settlements ...	„	95,178,000	78,822,450	103,263,020
Ceylon	„	30,911,800	33,644,900	34,616,300

WORSTED STUFFS.

To		For the Month ended 30th Nov. 1872.	1873.	1874.
China and Hong Kong	yds.	1,668,210	812,680	725,470
Japan...	„	73,220	43,920	135,770
		For the Eleven Months ended 30th Nov.		
China and Hong Kong	yds.	14,322,690	14,427,360	11,688,770
Japan...	„	2,448,610	2,443,460	1,319,370

WOOLLEN AND WORSTED CLOTHS.

To		For the Month ended 30th Nov. 1872.	1873.	1874.
China and Hong Kong	yds.	279,670	54,420	45,210
Japan...	„	26,380	5,550	3,360
To		For the Eleven Months ended 30th Nov.		
China and Hong Kong	yds.	1,966,439	1,910,510	869,770
apan...	„	778,494	883,360	156,700

LEAD TO CHINA AND HONG KONG.

For the month ...	tons	366	1,842	16,837
For the eleven months	„	133,380	72,988	190,607

ARTICLES OF IMPORT.

There has been continued and increased dulness in the Produce Markets, the demand for most of the leading articles being restricted, and the transactions are therefore again much below the average at this period of the year; and the downward movement in Sugar, Coffee, Tea, Spices, and some other products is further prolonged. On the other hand, Rice and Hemp have experienced a better demand, and prices are higher.

TEA.

The market has been dull during the week. The quantity offering has been large, and more than buyers were willing to take, except at lower prices. Importers have, however, generally been firm, and for the sales made prices show no material alteration in Black Teas, Greens having again sold with much irregularity, and at lower rates. In public sale on the 8th 5,920 packages were offered, and 5,520 packages were sold without reserve. On the 10th 6,912 were sold without reserve. Congous at full prices, Scented Teas without change, but Green Teas at rather lower rates. The deliveries for the week as compared with last year are as follows :—

	1874. lbs.	1873. lbs.
Home Consumption	2,097,000	1,870,000
Coastwise	761,000	845,000
Exports	778,000	610,000
Total delivered	3,636,000	3,325,000

Congous.—Red-leaf kinds: Siftings have been saleable at full prices; broken-leaf kinds at the decline last quoted. Common to good common show no change. Fair Kaisow kinds have been in full supply, the Trade offering ½d. per lb. below the ideas of importers, thus restricting business. Good and fine show no alteration, finest remain without enquiry. Pak-lin kinds have been firmly maintained. Black-leaf kinds: Common to fair have been dull of sale at about previous prices; in good to fine the few sales made have been without alteration. Finest remain firm. New make kinds, under 1s. per lb., have been fairly saleable at former rates, fair to good also remaining much as before. Oolongs have been difficult of sale at rather lower prices. Souchongs: Fair to good have sold rather lower, fine at about previous prices. *Scented Teas.*—Canton Capers have sold at about previous prices, but the demand is limited. Foo-chow kinds have been dull of sale. Canton Orange Pekoes have sold with difficulty for all the common to fair kinds. Fine long-leaf kinds have done better. In Foo-chow kinds business has been limited, without change in prices. *Green Teas.*—The market remains in a very unsatisfactory state, the only way of selling them being under the hammer without reserve, unless for choice invoices of Moyune kinds. Prices have been very irregular, but on the whole showing a further reduction.

SILK.

The London Market continues very quiet, there being little or no disposition amongst buyers to operate at present; prices are about the same as last quoted. Deliveries, 1st to 9th inst., inclusive :—China, 895 bales; Canton, 231; Japan, 142; Total, 1,268 bales.

Messrs. Arles, Dufour and Co.'s Circular, dated Lyons, 5th inst.,

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says:—Our Silk Market has been less active during last month. This is chiefly accounted for by the large purchases, on the spot and to arrive, effected in October; we must add that whilst several articles of manufactures, particularly Coloured Goods, have remained of very good sale, news from New York and other markets of consumption respecting Black Silks and Ribbons have been less encouraging. The consequence was a decided check in the sale of European Silk. Classical sorts, which are comparatively scarce, have alone maintained their value; on medium and low grades we quote a fall of about 4 to 5 per cent. Asiatic Throwns through their comparative cheapness continue to be used freely. Available stocks are limited; nevertheless, the threatening competition of Italians have prevented so far all improvement in prices. At actual rates the margin between China Raws and Throwns is so limited that throwsters, who have large supplies in hand, keep now on the reserve. Under the influence of a restricted demand and of fast arrivals, prices of Raws have lost part of the advance established in October.

China Preserves.—At auction 550 cases Ginger (Chyloong) were mostly sold, 6 jars per case at 7¼d. to 8d., 12 ditto 9½d. to 9¾d., 23 casks ditto sold at 6d. to 6¼d., and 28 cases dry ditto at 11½d. to 1s. 4½d.; 50 cases Cumquats Chyloong brand sold at 11d. to 11¼d., 16 casks ditto (Kwoncheong) at 7½d., and a portion of 19 casks Orange at 9d. per lb.

Cutch continues steady, with small sales at 27s. 6d. to 28s. for fine Pegue. 699 boxes fine Pegue (GW&Co.) of new import in auction were bought in at the latter price, and 399 bags Calcutta at 26s. per cwt.

Camphor.—A very limited business has been done in Japan at £3 15s., and in China at £3 12s. 6d. per cwt.

Cubebs are lower, 41 bags having been sold at 21s. 6d. to 22s. for fair quality.

Cocoanut Oil.—Although less business has been done the market has continued very steady; about 30 tons fine Cochin have realised £43 15s. and small lots £44 to £44 5s. Ceylon has ruled at £37 to £37 10s. on the spot; 50 tons end of September shipment realised £39, and 100 tons November-December shipment also £39 per ton.

Galls.—Notwithstanding heavy arrivals, the market for China has been firm with a limited business at 62s. 6d. per cwt. In auction 450 cases China (of fresh import) were chiefly bought in at 65s., a few selling at 63s., but since the sale about 150 cases have found buyers at 61s. 6d. per cwt.

Gambier.—There has been a steady demand at the decline previously noticed, and on the spot the sales amount to fully 1,500 bales block at 26s. ex quay, 100 tons now landing at 25s. 6d. ex ship. For arrival there is less demand, and prices are easier, 900 tons September to November shipment having been sold at 25s. 3d. ex ship. In auction of 1,596 bags fine pale free cubes 1,000 bags sold at a further advance at 45s. 6d. Of 535 bales pressed cubes 282 bales sold at about former rates, chiefly fine dark at 35s. to 35s. 5d. per cwt.

Gums.—*Benjamin:* Sumatra steady, and of 37 cases offered one-third sold; 2nds fair at £8; 3rds at £4 15s. to £4 17s. 6d.; 2 cases Siam retired. *Copal* is firmer, but 572 cases at auction were retired. In the sales yesterday, of 287 cases Manila 137 cases found buyers at firm rates, good hard at 25s. to 25s. 6d., ordinary blocky 13s. 6d. to 14s. *Damar* firm; of 84 cases at public sale, a part sold at 51s. for fair, a little specky. *Gamboge* steady; 41 cases offered were retired.

Galangal Root is lower; of 308 bags at auction a few were quitted at 18s. to 19s. 6d. for lean and small quality.

Hides.—At the last sales 2,950 Batavia buffalo hides offered and sold —shaved, 1st heavy, av. 23½ lb., 8½d.; unshaved, 1st heavy, av. 24¾ to 25⅝ lb., 7d. to 7⅞d.; 2nd heavy, av. 23⅜ to 25⅜ lb., 5½d. to 6⅝d.; 1st light, av. 10⅞ to 16¾ lb., 9d.; 2nd light, av. 12 to 16½ lb., 6¼d.; light, unassorted, av. 14⅛ lb., 7⅜d.; 1st calf, av. 3⅝ to 8⅜ lb., 8½d.; 2nd calf, av. 3¼ to 6 lb., 6d. per lb.; 4,235 Singapore and Penang buffalo hides offered, 3,265 sold—slaughtered, 1st heavy, av. 38¼ lb., 6⅜d.; 2nds, av. 36½ lb., 5d.; sea damaged, av. 38⅞ lb., 5½d.; ordinary, 1st heavy, av. 28⅝ to 46⅞ lb., 5d. to 5⅛d.; heavy, av. 34⅜ to 34½ lb., 4⅞d.; light, av. 11¼ to 16⅛ lb., 6d. to 7d.; 2nds, av. 30¼ to 34¾ lb., 4¼d. to 4½d. per lb.

Hemp.—There has been more demand for Manila, and at public sale rather dearer rates have been paid for common kinds. By private contract about 1,500 bales have been sold, chiefly mixed quantity below fair at £32 5s. In auction of 1,230 bales about 1,000 bales sold, brown at £29 5s., mixed quality below fair £31 to £31 10s., barely fair to fair £32 to £32 15s., good fair £34 to £34 5s., fine Zebu (from New York) at £38 to £38 5s.

India-rubber has remained steady, but little has been done; of 100 cases Borneo at auction, a few sold at 1s. 4d., and there are sellers thereat; 47 packages Java were retired.

Japan Wax.—The market has been dull; of 137 cases at auction, half sold, cakes, good to fine at 52s. 6d. to 55s., saucer fine at 55s. 6d. Privately moderate sales been made at steady rates.

Musk.—The market continues firm; public sales embraced 12 caddies Tonquin sold, fair selected well-shaped pods at 39s. 6d. to 40s. 6d.; rough and bally, middling to fair 17s. to 19s.; 14 tins Yunan sold, fair at 32s. to 34s., middling 28s., pickings 16s. to 17s.; 10 tins Cabardine sold at 14s. to 14s. 6d.; and of 6 tins grain 4 sold, fine at 57s. 6d. to 60s., middling 42s. 6d. per oz.

Oils.—*Aniseed* has been better, and sales were made, 10 cases at 8s. 9d., but more recently about 20 cases have changed hands at 8s. 7½d. to 8s. 6d., closing quiet. *Cassia* dull and very plentiful; small sales at 4s. 6d. *Nutmeg* quiet; of six cases half sold at 8d. *Lemon Grass* firm. *Cinnamon* scarce, and fine still wanted; 2 cases realised under the hammer 6s. 6d. to 7s. 1d. per oz. Large stock of leaf, and of 21 cases half sold, without reserve, at ¾d. to 1⅛d. for low. *Citronelle* is very firm; privately 2d. has been paid, and 25 cases sold afloat at 1⅞d.; 13 cases at auction retired.

Pepper.—*Black* has been inactive, with small business in Singapore at 6¾d. down to 6½d., closing with sellers. Penang at 6⅛d. to 6d., also sellers. At auction, of 3,790 bags offered, barely one-fourth sold, Siam at 6¼d. to 6⅜d. *White* has been quiet and easier, and at auction last week, of 1,553 bags, about 100 only sold, fair to fine at 8¼d. to 8¾d., and about 300 bags afterwards privately at 8¼d. down to 8⅛d., but more recently there has been rather more inquiry, and 8⅜d. has been paid for fair.

Rhubarb.—Market for China steady, and low qualities higher. Of 93 cases offered two-thirds sold, good medium and bold bright and good fracture 2s. 8d. to 2s. 9d., pinky pale fracture rougher coat 1s. 7d., high dried 1s., low wormy 7d. to 9d.

Rattans.—Market quiet; 1,100 bundles offered at auction were sold at £15 7s. 6d. per ton, and 1s. to 2s. 2d. per 100 canes for ordinary.

Rice.—The market has been steadier in all positions, but as the improved demand has been met freely, no decided advance in prices has taken place. An interesting feature is comprised in the demand for distillation, for not only have unusually large quantities of Madras been taken for that purpose, but two floating cargoes of soft grain have been purchased for Scotland. On the spot the demand has been chiefly directed to Madras, supplies of which have been unusually heavy, and a good amount of business has been done; in other kinds sales are unimportant. Floating cargoes have been in steady demand. In auction 1,104 bags good pinky Askoolie sold without reserve at 9s. 3d., 2,829 bags damaged Necransie sold, 3rd to 1st class at 7s. 3d. to 7s. 6d., 8,850 mats 931 bags Japan were withdrawn. The large supply of 11,742 bags Madras offered by auction without reserve were all sold at steady rates, chiefly at 8s. 9d., better qualities 9s. to 9s. 6d., the latter for very fine pinky. Privately white Bengal has been sold, middling at 10s. 6d., Askoolie at 9s. 3d. to 9s. 6d., Ballam at 11s. 9d., Rangoon at 8s. 6d. to 8s. 9d., Necransie at 8s. 3d., and Madras at 8s. 3d. for common to 9s. for good.

Spices.—*Cinnamon:* No change since the quarterly sale. *Cassia Lignea* steady; 365 cases at public sale mere mostly sold at 59s. for good unworked, at which about 2,000 cases have also changed hands privately. *Buds* steady; but nothing done. *Cloves:* Penang are still scarce; 7 cases offered retired. Amboyna slightly easier; of 191 bags, about half sold at 1s. 7¾d. to 1s. 8d. for good. *Nutmegs:* Common qualities are dull of sale, and at auction only a small part sold at cheaper rates, a few fine selling rather dearer. Of 98 cases, 97 boxes Penang 40 packages sold, 68's at 4s. 2d., 75's at 3s. 9d., mixed 80's at 3s. 5d., 99's at 3s. 3d., 108's and 102's at 3s. 1d., 103's at 2s. 10d. 20 boxes 4 bags defective Java bought in at 1s. to 1s. 2d. *Mace* is also dull. In auction, of 11 cases Penang only three cases pickings sold at 1s. 8d.

Straw Plait.—In auction 114 bales China were partly sold, No. 1 quality at £17 10s. per bale.

Sticklac has continued quiet. Privately about 150 cases Siam have been sold, fine at £5 10s. In auction 50 boxes Siam sold at easy rates, fair free at £4 15s.

Star Aniseeds.—There has been a good enquiry, but no business has been done, owing to absence of supplies.

Sapanwood has continued scarce and in request. At auction 15 tons Ceylon of new import sold at full rates at £12 12s. 6d. to £12 15s., and 21 tons Manila slightly stained at £10 10s. to £10 12s. 6d. per ton.

Sago.—Market slightly easier; and of 2,600 bags offered two-thirds sold at 17s. to 18s. for fair to good small, and 16s. 6d. to 17s. heated. *Flour* quiet and very plentiful.

Tapioca is likewise slightly easier, and of 2,610 bags offered rather over half sold; Pearl bullets at 21s., dull medium bold 17s. per cwt.; medium bright 23s. Flake, low to good 1⅝d. to 2¼d. *Flour* steady; value unchanged. 145 bags sold at 2¼d. to 2½d. per lb.

Tin.—There has been no alteration in the market, which has continued quiet but steady. Quotations, which show no change, are as follows:—Straits on the spot, £93 to £93 10s.; afloat £92 to £92 10s.; Banca, £102; Billiton, £95 per ton.

ARTICLES OF EXPORT.

EXPORTS OF WOOLLENS TO CHINA AND JAPAN.

The following is Messrs. Hayter and Hayter's Monthly Statement of the estimated Exports of Woollens shipped to China and Japan from London, Liverpool, and Southampton:—

—		Pieces Long Ells.	Pieces Camlets.	Pieces Lastings and Crape Lastings.	Pieces other Worsted and Union Stuffs.	Pieces Spanish Stripes.	Pieces other Woollens.
Shipped to this date during the present year ...	To Hg. Kg.	22,560	19,690	28,240	44,530	7,497	27,521
	„ Shanghai	54,540	57,120	21,670	225,205	32,576	19,128
	„ Japan ...	—	1,680	1,400	145,895	480	35,880
Total		77,100	78,490	51,310	415,630	40,553	82,529
Shipped to the same date last year.....	To Hg. Kg.	18,900	15,090	11,875	40,510	18,637	23,592
	„ Shanghai	44,340	53,800	17,540	334,432	51,352	31,767
	„ Japan ...	—	840	1,240	148,349	100	86,694
Total		63,240	69,730	30,655	523,291	70,089	142,053
Do. 1872	To Hg. Kg.	17,060	12,690	5,794	32,475	9,535	42,150
	„ Shanghai	52,260	44,320	13,770	312,353	38,572	39,489
	„ Japan ...	1,200	2,350	3,236	134,059	592	154,548
Total		70,540	59,360	22,800	478,887	48,699	236,187
Total shipped during the year 1873 ...	To Hg. Kg.	21,200	16,690	19,815	45,110	19,537	26,132
	„ Shanghai	48,140	59,330	18,140	354,972	53,980	33,688
	„ Japan ...	—	840	1,240	150,899	100	86,754
Total		69,340	76,860	32,195	550,981	73,617	146,574
Do. 1873	To Hg. Kg.	17,080	14,890	8,094	37,225	10,183	48,156
	„ Shanghai	60,760	47,570	16,010	335,383	41,848	40,029
	„ Japan ...	1,200	2,610	3,236	146,649	592	159,787
Total		79,040	65,070	27,340	519,257	52,623	247,972

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Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Dec. 4	Burgstr. v. Middleburg	Hoek	Batavia	Texel
1	Saro-Caino	Oliveri	Singapore	Marseilles
	Derwent	Gadd	Manila	New York
	Crest of the Wave	Harris	Singapore	Boston
	Belle of South Esk	Stratton	Do.	Do.
3	Queen Anne (s.)	Butler	Colombo, &c.	London
5	Sumatra	Montechairo	Rangoon	Do.
3	Ulva	McDonald	Singapore	Falmouth
3	Emile de Girardin	Guillaud	Rangoon	Do.
7	Slieve Bloom	—	Do.	Liverpool
5	Stad Middleburg	De Vries	Batavia	Zierikzee
5	Margaritha D.	Stagno	Akyab	Falmouth
5	Serafina D.	Gianello	Rangoon	Do.
	Black Prince	Hawkins	Bassein	Queenstown
	Gemma Parodi	Tassino	Rangoon	Do.
3	Ellwood Cooper	Hopkins	Maulmain	Cuxhaven
5	Oleander	Jonss	Colombo, &c.	London
5	Southport	Efford	Singapore	Do.
8	Eurus	Gaston	Do.	Do.
6	Luigi Madre	Marini	Rangoon	Queenstown
8	Lord of the Isles (s.)	Dowdy	China, &c.	London
6	Trochrague	Lowe	Batavia	Queenstown
	Lepanto	Staples	Sourabaya	Boston
9	Ulysses (s.)	Byrne	Singapore and China	London
8	Equator	Peterson	Probolingo	Do.
8	Avon	Rennie	Colombo, &c.	Do.
8	Sarah A. Staples	Shute	Rangoon	Falmouth
7	Naval Brigade	Downing	Singapore, for Liverpl	Kinsale

DEPARTURES.

Date.	Ship.	Captain.	For	From
Dec. 3	Rurico Dandolo	Alberti	Singapore via Cardiff	London
2	Hesperia	Bellet	Do.	Cardiff
1	Holland (s.)	V. D. Sprenkel	Java	Helvoet
	Jan V. Brakel	De Roever	Macassar	Amsterdam
	Etienne	Buttschau	Batavia	Hamburg
4	Osseo	Lee	Singapore	Cardiff
5	Min (s.)	Morgan	Singp., China, & Japan	London
3	Antela	Castrillon	Manila	Glasgow
	Carmiquin (s.)	—	Do.	Newcastle
7	Callisene	Holoran	Singapore	Cardiff
7	Windermere	—	Do.	Shields
7	State of Virginia (s.)	Moodie	Singapore and China	London
7	Ceres	Barnes	Singapore	Penarth
7	Harwich	Dadfield	Hong Kong	Swansea
9	Johan Lang	—	Singapore	Liverpool
9	Hector (s.)	Bewlay	Singapore and China	Do.
9	Questembert	—	Java	Do.

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Pardo. For Singapore, Hong Kong, Yokohama, and Hiogo: Swatow, Bengal, Lotus. For Singapore, Hong Kong, and Shanghai: Glamis Castle, Glenartney. For Colombo, &c.: St. Lawrence, Duke of Devonshire.

SAILING VESSELS.—For Yokohama: Oleander. For Yokohama and Hiogo: Satsuma. For Vladewostock and Nicolajefsk: Rowena. For Nicolajefsk: Genetiv. For Hong Kong: Balgownie, Min. For Shanghai: Scindia, Sir Lancelot. For Penang: Zehlina. For Singapore: Edeline. For Colombo: Lucknow, Queensbury.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai: Patroclus (str.), Diomed (str.). For Singapore and Manila: Buena Ventura (str.). For Batavia and Sourabaya: Wein Holenfelde. For Batavia: Sophia R. Lutus. For Anjer: Truth.

At GLASGOW.—For Batavia and Sourabaya: W. M'Kinnon (str.). For Singapore (via Suez Canal): Singapore (str.). For Singapore (via Port Glasgow): Rosa (str.).

At GREENOCK.—For Java: Staadsraad Van Ewyck. For Singapore: Comete.

SPOKEN.

ADELHEID, Cardiff to Singapore, Oct. 20, 14 N., 26 W.
Q. C. N. G. (Dut. ship), Cardiff to Singapore, Nov. 24, 9 N., 22 W.
PRESIDENT V. RYCKEVORSEL, Amsdm. to Sourab., Nov. 2, 12 S., 32 W.
A DUTCH SHIP, Amsterdam to Sourabaya, July 29, 3 N., 24 W.
ALCESTES, Sarawak to London, Sept. 20, 31 S., 36 E.
TENNYSON, Batavia to Queenstown, Oct. 25, 4 S., 18 W.
KELSA, Shields to Singapore, Oct. 19, 13 N., 27 W.
RED RIDING HOOD, Shanghai to London, Nov. 4, 33 S., 28 E.
FLYING SPUR, Manila to New York, Oct. 3, 18 S., 36 E.
TYNEDALE, Singapore to London, Oct. 27.

FREIGHTS AND CHARTERS.

Berth rates of freight to the Eastern ports have declined since our last report, and remain as undernoted. Coal freights from the outports are firm. Homeward there is not much business doing.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 60s. weight or meast. To Hiogo: 60s. weight or meast. To Nagasaki: 65s. weight, 70s. meast. To Shanghai: 50s. weight, 40s. meast. To Hong Kong: 50s. weight, 40s. meast. To Singapore: 50s. weight, 40s. meast. To Penang: 60s. weight, 40s. meast. To Colombo: 40s. weight or meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 35s. meast. To Hiogo: 45s. weight, 40s. meast. To Shanghai: 40s. weight, 25s. meast. To Chefoo, Tientsin, or Newchwang: 50s. weight, 45s. meast. To Hong Kong: 35s. weight, 25s. meast. To Singapore: 25s. weight or meast. To Colombo: 25s. weight or meast. To Penang: 30s. weight or meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Singapore: £25. To Penang: £25, f.c. To Batavia and Sourabaya: £28. To Galle: £23.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. to 38s. To Hong Kong: 32s. To Shanghai: 35s. To Singapore: 24s. to 25s. To Colombo: 23s. to 24s. To Galle: 22s. to 23s. To Manila: 25s. to 26s.

From Birkenhead, per ton.—To Hong Kong: 22s. To Shanghai: 27s. 6d. To Singapore: 18s.

CASUALTIES.

LIVERPOOL, DEC. 5.—A telegram from Falmouth of yesterday states that the Amboyna (str.) makes no water, considerable damage done about decks, four frames and starboard bow broken, boats and skylight stove, no damage to cargo so far as can be seen (the above steamer left Falmouth Dec. 7 for her destination).

NIEUWE DIEP, DEC. 7.—The Island Belle, Camm, from Java to Amsterdam, struck the ground near the Helder and has been towed in here in a sinking state and with loss of rudder; later,—the Island Belle is full of water.

MALTA, DEC. 7.—United Service (str.), from Singapore, unseaworthy in present state, has been surveyed under authority of the Board of Trade; must go into dock for repairs, and discharge part of cargo.

ROTTERDAM, DEC. 5.—Ottolina, arrived at Batavia from Nieuwe Diep, had cargo (coals), on fire, and jettisoned about 125 tons.

The Burmese (str.), from Ceylon to London, was ashore under the lighthouse, Island of Canis, near Tunis. The Ocean Queen offered assistance, which was refused; she was, however, assisted off by a French steamer, slightly damaged, and proceeded, after being aground twelve hours and throwing overboard some of her cargo.

SOURABAYA, DEC. 5, 1.15 P.M.—The Cornelia Mathilda (Dutch barq.), from Java to Amsterdam, with general produce, is stranded on Meinders shoal, at the North entrance of Bali Straits; she has been abandoned, and will become a total loss, ship and cargo; part of crew saved.

SHANGHAI, DEC. 5, 2.20 P.M.—A fire broke out on board the Conqueror (Brit. barq.), in port, having on board a cargo of tea for New York, and was not extinguished until much damage was done to vessel and cargo; she must discharge; a later telegram states that the fire was promptly suppressed, and that there was no material damage to ship; what cargo consists of uncertain till discharged.

The Robertus Hendrikus, Hageraats, Rotterdam to Batavia, put into Falmouth, Dec. 4, with boat stove and loss of sails.

BREMEN, DEC. 7.—A telegram from Hong Kong, Dec. 5, states that the Furst Bismarck (Ger. barque), from Chefoo (or Newchwang), to Swatow, has stranded, and been totally lost; crew saved.

MISCELLANEOUS.

At PORT SAID.—Dec. 2, Sultan (str.), from London to Colombo, &c.; 5, Leon (str.), from Liverpool to Manila, &c.

Off L'AGULHAS.—Oct. 28, Jas. Shepherd, Madden, from Shanghai, for London.

At SUEZ.—Dec. 4, Java (str.), from Java to Holland.

At ALGOA BAY.—Anna Bella, Stephen, from Hong Kong.

LIGHTHOUSE FOR JAPAN.—A large number of lighthouses have during the last few years been constructed in Edinburgh for the Japanese Government. They have been ordered through Messrs. Stevenson, the eminent lighthouse engineers, from whose designs the whole of the apparatus has been constructed. One of those lights is at present to be seen in the workshops of Messrs. Dove and Co., engineers, Greenside-lane, who have made the mechanical portion of the apparatus and fitted up the glasswork. This light is one of those known by the name of First Order Dioptric Holyphotal flashing light. The rays are acted upon by means of glass lenses and reflecting prisms, the whole of which are built together and placed on a revolving carriage, which is driven by clock-work. The effect of the revolving motion is to bring the large lenses with their attached cupolas of upper and lower prisms successively in front of the light, thus producing the appearance of a series of flashes. The large lamp placed in the centre of the apparatus is constructed to burn paraffin, and is fitted with Captain Dody's burners, which are at present being introduced into all the Scotch lighthouses. The cost of an apparatus of this description, with the lantern in which it is placed, is about £3,400.

SUNDRIES PER "TITAN," FROM NEW YORK, FOR SHANGHAI, Nov. 7.

1 cs. instruments	
6 do. books	
75 do. drugs	
5 do. medicines	
1000 bls. domestics	700,000 yds.
1 cs. printed matter	
250 bxs. perfumery	
640 tons coal	
6 bxs. cholagogue	
19 cs. missionary goods	
1 box clothing	
1 do. dried fruit	30 lbs.
1 brl. butter	100 lbs.
3 cs. glassware	
5 do. boots	
100 kegs nails	10,000 lbs.
6 pkgs. furniture	
48 stoves and fixtures	
1 cak. crockery	
1 box pictures	
102 cs. condensed milk	408 doz.
1 saw	
1 scythe and fixtures	
1 box ink	
70 cs. chalk	
1 do. brooms	
115 doz. scoops	
3 pkgs. shellac	
3 brls. whisky	120 gls.
25 bls. cotton duck	8,416 yds.
626 pieces machinery	
288 pkgs. and pieces iron	57,597 lbs.
270 cs. preserves	
80 do. tobacco	13,472 lbs
84 pkgs. scales	
19745 cs. refined petroleum	197,450 gls

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EXPORTS FROM GREAT BRITAIN TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship	For	From	Date Cleared.	Coals and Coke.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Pig Iron.	Yellow Metal and Copper.	Lead.	Tin Plates.	Spelter.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist, and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	Rum.	Geneva.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas and Sail Cloth.	Rope, Cordage and Twine.	Tar and Pitch.
				Tons.	Tns.	Tons.	Tns.	Tons.	Tns.	Bxs.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals.	Gals.	Gals.	£.	£.	£.	£.	Brls.
Belted Will	Shanghai	London..	Oct. 30	...	300	...	...	...	207	...	...	...	392	115500	...	...	...	...	...	...	36	...	165	...	132	...	362	...	1107	850	225	...	...	...	...
Zoroya	Foochow	,,	,, 30	44	...	...	100	...	150	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	136	...	...	...	...	...	...
Eleanor	Hong Kong	,,	Nov. 4	...	299	...	...	...	120	...	...	...	831	...	...	...	...	...	...	...	...	138	...	...	...	...	...	...	...	325	113	...	...	...	...
Gaucho	Hiogo	,,	,, 7	...	...	...	196	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	76	...	...	...	...	...	100	...	...	100	...	...	...
Osaka	Hong Hong	,,	,, 12	62	75	50	40	...	200	...	...	...	27	...	...	...	...	...	...	...	...	47	...	...	...	454	...	...	...	...	...	...	...	...	...
Seafield	Colombo	,,	,, 13	...	...	...	...	...	...	...	...	...	1285	...	...	...	...	...	...	...	...	195	231	810	...	...	150	262	...	...	...	...	...	...	20
Ceylon	Hong Kong	,,	,, 17	...	135	25	...	...	100	...	...	...	412	...	...	...	...	...	...	...	...	69	...	...	...	...	283	2480	198	2641	105	...	...	...	...
Walton	Yokohama	,,	,, 24	...	...	...	...	...	480	...	...	...	12	...	...	...	...	...	...	...	...	68	110c	110	...	273	194	564	147	317	12	...	...	...	...
Annie Braginton	Do.	,,	,, 25	...	194	...	50	...	12	...	...	...	72	...	...	...	...	690	...	...	...	33	3	5	...	...	302	500	140	1000	314	...	...	...	...
Deerhound	Shanghai	,,	,, 26	...	314	...	...	...	...	...	...	...	333	10800	...	...	...	20	...	...	...	196	20cs	...	...	200	...	...	490	100	108	...	...	...	...
Rollo	Hong Kong	,,	Dec. 1	...	131	132	100	...	200	...	...	...	691	...	...	...	...	...	...	...	...	114	49	...	...	...	...	...	...	...	...	...	...	...	...
Pauline	Singapore and Penang	Glasgow	Nov. 25	290	182	10	...	...	...	...	...	2	15	...	...	...	...	90	...	15320	...	366	...	...	...	...	...	...	...	32	579	45	120	...	...
Glenisla	Penang	London..	Dec. 2	...	76	...	...	...	...	...	...	...	343	...	...	...	15	...	...	...	...	86	22	200	...	2400	120	193	274	5540	338	...	...	431	...
Kingdom of Saxony	Singapore	,,	,, 2	...	91	...	...	...	...	...	...	20	565	...	...	...	...	...	...	...	...	...	177	187	...	...	...	...	278	4000	101	...	120	...	125

EXPORTS FROM GREAT BRITAIN, &c—(*Continued.*)

Ship	For	Gunpowder.	Earthenware and Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Fruits.	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats and Caps.	Saddlery.	Toys and Fancy Goods.	Upholstery and Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.	Matches.	Goods Manufactured.	Effects.	Mineral Water.	Indiarubber Manufactures.
		lbs.	£.	Cwt.	Cwt.	£.	£.	Cwt.	£.	£.	£.	£.	£.	£.	£.	£	£.	£.	£.	£.	lbs.	£.	£.	£.	£.	£.	£.
Belted Will	Shanghai	150000	1124	16	8	21	...	...	...	17	...	12	...	...	...	14	43	...	20	...	1cs	...	513	6	50	107	21
Zoroya	Foochow	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	27	...	159	...	...	...	...	...	...
Eleanor	Hong Kong	...	290	£13	5½	28	...	...	...	12	...	...	...	...	...	...	...	90	...	...	...	...	106	35	...	...	...
Gaucho	Hiogo	...	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Osaka	Hong Kong	...	334	...	...	...	...	...	...	35	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...
Seafield	Colombo	29625	...	...	...	...	...	...	518	70	...	108	...	...	...	...	...	...	15	...	£33	...	...	...	...	...	...
Ceylon	Hong Kong	40000	1348	...	...	269	10	...	...	...	...	46	...	...	...	...	...	...	907	234	...	...	...	...	...	...	...
Walton	Yokohama	...	41	210	510	424	2	27cs	...	33	...	359	...	...	...	...	...	...	...	...	...	...	...	28	90	26	...
Annie Braginton	Do.	80000	923	...	...	100	...	...	...	45	...	663	...	...	...	...	8	...	...	...	...	...	...	85	50	122	...
Deerhound	Shanghai	...	285	...	...	...	...	...	...	39	...	39	...	...	...	...	25	12	...	...	...	...	...	500	...	216	...
Rollo	Hong Kong	...	425	...	...	...	...	...	20	...	...	...	...	...	...	...	...	35	...	...	...	...	...	...	...	...	...
Pauline	Sing. & Penang	...	86	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15	...	...	...
Glenisla	Penang	...	...	66	...	...	...	...	...	192	...	...	...	...	...	...	100	60	...	...	...	...	570	730	...	104	...
Kingdom of Saxony	Singapore	16000	434	66	...	...	...	...	...	...	...	2	...	...	...	...	100	...	35	...	...	...	343	71	...	100	...

ADDITIONAL.—Per *Belted Will.*—Fire clay and bricks, £32; corks, £33; cement, £300.

Per *Eleanor.*—Bricks, £10.

Per *Gaucho.*—Guns, 2,901 tons.

Per *Osaka.*—Cement, £277; flints, £35.

Per *Seafield.*—Cement, £1,131; asphalte, £22; railway materials, £3,631; shot, 5 tons.

Per *Ceylon.*—Cement, £235; flints, £17; guano, £830.

Per *Walton.*—To Yokohama: Telegraph wire, £1,184. To Hiogo: Cement, £378; Geneva, 210 gals.; pig iron, 199 tons; beer, 16 brls.

Per *Annie Braginton.*—Cement, £433; plaster of Paris, £119; corks, £50.

Per *Rollo.*—Cement, £91.

Per *Pauline.*—Oakum, £26; wood manufactures, £28; sheathing felt, £50.

Per *Sophie*, London to Hong Kong, *via* Antwerp, cleared Nov. 13.—Hardware, £148; guano, £3,320.

Per *Success*, Liverpool to Shanghai, cleared Nov. 25.—Coal, 699 tons.

Per *Hawkhope.*—Hardware, £120; mustard, £40.

Per *Landseer*, Glasgow to Sourabaya, cleared Nov. 6.—Coal, 500 tons; machinery, £3,720; plain cottons, 2,762 yards; thread, twist, and yarn, 13,240 lbs.; beer, 10 brls.

Per *Terentia*, Glasgow to Singapore, Nov. 16.—Hardware, £4,040; tobacco, 125 lbs.

Per *Antela*, Glasgow to Manila, cleared Dec. 1.—Beer, 183 brls.; Geneva, 600 gals.

Per *Glenisla.*—Cement, £95; guano, £830.

Per *Kingdom of Saxony.*—Cement, £249; guano, £1,345; rocket sticks, £1; zinc, 28 tons.

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THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
Branches in Edinburgh, Calcutta, Bombay, Madras Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street, London, 1874.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.
HEAD OFFICE—14, Rue Bergere, Paris.
AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).
LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.
Reserve Fund, $775,000.
COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.
LONDON MANAGER—W. H. Vacher, 32, Lombard-street
BANKERS—London and County Bank.
BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

NURSERY GOVERNESS.

A YOUNG LADY, in her eighteenth year, is desirous of going to China or Calcutta. In return for her passage money, she is willing to devote her services to a Lady or Children.

Address, H. E., *London and China Telegraph*, 2, Cowper's-court, Cornhill, E.C.

P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

GRATEFUL—COMFORTING.

EPPS'S COCOA.

BREAKFAST.

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—See article in the *Civil Service Gazette*.

Made simply with boiling water or milk.
Sold in packets (in tins for abroad) labelled:—

JAMES EPPS & CO.,
HOMŒOPATHIC CHEMISTS,
48, Threadneedle-street, and 170, Piccadilly. Works:—Euston road and Camden Town, London.

Diploma of Merit, Vienna Exhibition, 1873.

YORKSHIRE RELISH

THE most delicious SAUCE in the world to CHOPS, STEAKS, FISH, &c. Sold by all Grocers and Oilmen in bottles 6d., 1s., and 2s. each. Trade mark—Willow-pattern plate.

PROPRIETORS:—
GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.

GOODALL'S BAKING POWDER.

THE BEST IN THE WORLD.—Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter, or Lard. Bread made with this Powder is much easier to digest, and much more wholesome than that raised with yeast, and a larger quantity is obtained from the same weight of flour. One trial will convince the most sceptical of its superiority over others. Sold by Grocers, Chemists, and Oilmen in 1d. packets, 6d., 1s., 1s. 6d., and 2s. Tins. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.

GOODALL'S QUININE WINE.

THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s., 1s. 1½d., 2s., and 2s. 3d. each. Prepared by GOODALL, BACKHOUSE & CO., LEEDS

EDUCATION.

A HOME is offered to two or three LITTLE GIRLS, with high educational advantages, by a LADY who has lately parted with the children of an Indian officer. French resident Governess; fine locality, ten miles from London; detached house; good garden, &c. Terms, 50 Guineas.

A. B., Office of the *London and China Telegraph*, 2, Cowper's-court, Cornhill, London, E.C.

GUERLAIN, 15, RUE DE LA PAIX, PARIS.—Veritable Ambrosial Cream for shaving, fashionable Perfumes for the handkerchief, Eau Lustrale for the hair, Eau de Cologne (préparation spéciale), Poudre de Cypris for the complexion, ni fard, ni bismuth ni produit chimique.

NERVA, MARCHAND, & Co.,

GENERAL COMMISSION MERCHANTS,
MILITARY EQUIPMENTS, &c.
14, RUE DE LA GRANGE BATELIERE,
PARIS.

HOLLOWAY'S PILLS

Sir SAMUEL BAKER,

In his work on the Sources of the Nile, says:—

"I ordered my dragoman Mahomet to inform the "Faky that I was a doctor, and that I had the best "medicines at the service of the sick, with advice "gratis. In a short time I had many applicants, to "whom I served out a quantity of Holloway's Pills. "These are most useful to an explorer, as, possessing "unmistakable purgative properties, they create an "undeniable effect upon the patient, which satisfies "him of their value."

This fine Medicine cures all disorders of the Liver, Stomach, Kidneys and Bowels, is a Great PURIFIER of the BLOOD, and wonderfully efficacious in all ailments incidental to Females—young or aged.

OSLER'S GLASS CHANDELIERS.

WALL LIGHTS AND LUSTRES FOR CHANDELIERS IN BRONZE AND ORMOLU

KEROSENE, MODERATOR AND OTHER LAMPS FOR INDIA AND HOME USE.

TABLE GLASS OF ALL KINDS.

ORNAMENTAL GLASS, ENGLISH AND FOREIGN

LONDON—Show Rooms, 45, Oxford-street, W.
BIRMINGHAM—Manufactory and Show Rooms Broad-street. Established 1807.

GRAND HOTEL COMPANY.

YOKOHAMA, JAPAN.

THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steamship lines in and out of Yokohama.

J. LYONS, Manager.
W. H. SMITH, Managing Director

GRAND HOTEL, VENICE.

FORMERLY HOTEL NEW YORK.

ON the Grand Canal. First-class house, with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

HOTEL THIERGARTEN—BERLIN.

SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all other conveniences.

HOTEL DES DEUX MONDES,

PARIS, 8, RUE D'ANTIN.

FIRST-CLASS English Family Hote
Highly recommended.

LICK HOUSE HOTEL, SAN FRANCISCO.

AN old-established and thoroughly comfortable Hotel, in a central position. Large Dining aloon, Restaurant, Reading Rooms, &c.

FIFTH-AVENUE HOTEL, NEW YORK.

ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

HOTEL ANGLETERRE, NAPLES.

THIS Hotel is most pleasantly situated in front of the Royal Gardens, and can be highly recommended to passengers per Messageries steamers to and from India, China, &c.

HOTEL KRON PRINSEN HAMBURG.

SITUATED on the Alster. A first-class House, at moderate prices.

HOTEL DE LA VILLE, TRIESTE.

PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt water Baths.

Restaurant, Cafe, and Reading Room, with English French, and German papers, and the *London and China Express*. Omnibus attends the trains.

CHARGES MODERATE.

HOTEL CASTIGLIONE—PARIS.

SITUATED in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from f.50 to f.4 per day Restaurant, Table d'Hote, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the establishment.

12, RUE CASTIGLIONE, 12.

CEYLON COFFEE ESTATES.

THE safest, surest and quickest mode of realising Coffee Estates is by registering them with the undersigned, who is always prepared to buy of to sell.

Seventy already sold—fifty now on the register.
ALEX. BROWN Kandy.

ALEXANDER BROWN, ESTATE AND GENERAL AGENT,

KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and tranacts all kinds of Estate and Agency Business.

T. W. JACKSON, COMMISSION AGENT SAN FRANCISCO.

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OVERLAND ROUTE and SUEZ CANAL.—Under contract for conveyance of H.M.'s Mails.—The PENINSULAR AND ORIENTAL COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, for Gibraltar, Malta, Port Said, Suez, Aden, and Bombay.

Every second Thursday for Ceylon, Madras, Calcutta, Straits, China, and Japan.

Corresponding steamers are despatched from Venice every Friday, and from Brindisi every Monday, to Alexandria, with the Overland portion of the mails and passengers.

For full particulars apply at the Company's Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
*Mongolia	2,833	530	Dec. 17	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Avoca ...	1,481	250	Dec. 24	Mediterranean, Aden, Bombay.
*Bokhara	2,932	450	Dec. 31	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
			1875.	
Khiva ...	2,609	450	Jan. 7	Mediterranean, Aden, Bombay.
*Cathay ...	2,982	450	Jan. 14	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Australia	3,648	600	Jan. 21	Mediterranean, Aden, Bombay.
*Malwa ...	2,933	450	Jan. 28	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.

* Taking passengers for Bombay also by branch steamer from Suez.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET. FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Amazone ... Dec. 20
1875.
Ava ... Jan. 3
Irrawaddy ... Jan. 17
Hoogly ... Jan. 31
For Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.

The Steamers of the 20th Dec. and 17th Jan. connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 3rd Jan. and 31st Jan. connectat Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

FOR CHINA AND JAPAN.—The following splendid first-class STEAMERS and SAILING VESSELS will be despatched as under for:—

Port.	Ship.	Class.	Dock.	Last shipping day.
Pon., Sing., Hg. Kg., & Shanghai...	Lotus, s.s	20 years RedL'pl. Book ...	S.W.I.D.	Dec. 23
Pen., Sing., H.K., Yoko. & Hiogo ...	HongKong s.s.	100 A1	S.W.I.D.	Jan. 4
Sing., Yoko., & Hiogo ...	Riga, s.s. ...	100 A1	S.W.I.D.	To follow
Hong Kong	Balgownie ...	A1 9 yr.	E.I.D.	With des.
Yokohama ...	Oleander.....	A1 10 yr.	E.I.D.	With des.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C.

The "China" line of Steamers via Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO (will call at Nagasaki if sufficient inducement offers), taking cargo for transhipment to Java, Australia, &c., at through rates at shippers' risk, last shipping day, 4th January, the favourite full powered screw steamer HONG KONG, 100 A1, 1,221 tons register, 200-horse power nominal; W. G. COMLEY, Commander; South West India Docks. This favourite steamer, one of the fastest in the trade, has elegant accommodation for first-class passengers, replete with every comfort.

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GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenartney	100 A1	2,016	330	Jan. 2, '75
Glengyle	100 A1	1,676	200	To sail
Glenfinlas	100 A1	2,120	330	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glenearn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Gleneagles	100 A1	2,120	330	New boat

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.

Steam via the Suez Canal. Last shipping day, 30th December.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, the well-known Clyde-built screw steam ship BENGAL, 2,036 tons gross register, 1,303 tons register, 275-h.p. nominal, 1,375-h.p. effective; Victoria Docks. This fine steamer, built by Messrs. Tod and McGregor, of Glasgow, and owned by the London, China, and New York Steamship Company (Limited), is noted for her great speed. Last outward passage, Gravesend to Penang, thirty-three days, including all stoppages.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

Steam via the Suez Canal. Last shipping day, 15th December.

FOR SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, the fine full-powered Clyde-built screw steam ship SWATOW, 90 A1 (late "William Batters"), 829 tons register, 650-h.p. effective; owned by Messrs. John Swire and Sons, of London; Victoria Docks. This fine steamer, only one year old, and built by Messrs. Scott and Co., of Greenock, is expected to make a very rapid voyage.

For Freight or Passage, apply to Messrs. JOHN SWIRE and SONS, 19, Billiter-street; or to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

SHAW, MAXTON, and CO. will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Shanghai ...	Scindia ...	*AA1	894	S.W.I.	With des
Hong Kong	GoldnSpur	A1 14 yr.	657	S.W.I.	With des
Hong Kong	Melbrek ...	A1 15 yr.	870	S.W.I.	To follow

For Freight apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

SHANGHAI DIRECT.—The favourite China clipper FORWARD HO! A1, 17 years.

Apply to ROBERTSON and Co., No. 5, Newmans-court, Cornhill, E.C.

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For Freight or Passage apply to THOMAS SKINNER and Co., 5, East India-avenue, Leadenhall street, E.C.

CHINA.

THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Min.....	A1 13 yr.	E.I.D.	With des.
Hong Kong	Lothair	A1 16 yr.	E.I.D.	To follow
Shanghai ...	Sir Lancelot	A1 16 yr.	E.I.D.	With des.
Shanghai ...	Wylo	A1 16 yr.	E.I.D.	To follow

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

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FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail.
Edeline	499	Wright Bros. & Co.	Dec. 20
Glamis Castle, s.s. ...	2,380	Thos. Skinner & Co.	Dec. 20
Lotus, s.s.	1,407	Norris & Joyner...	Dec. 23
Glenartney, s.s. ...	2,115	M'Gregor, Gow, & Co.	Jan. 2
Hong Kong, s.s. ...	1,221	Norris & Joyner...	Jan. 4
LIVERPOOL.			
Diomed, s.s. ...	1,201	Alfred Holt ...	Dec. 23
Patroclus, s.s. ...	1,607	„	Jan. 12
GLASGOW.			
Bowen, s.s.	1,700	T. Skinner & Co.	Jan. —

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LONDON AND CHINA EXPRESS

THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Dec. 14, 1874.

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VIA BRINDISI.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 590.] LONDON, MONDAY, DEC. 21, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

TIME TABLE FOR 1875.

The Table showing the Arrivals and Departures of the Mails per P. and O. and Messageries Maritimes will be issued with our first number in January. Free to Subscribers, 1s. to non-Subscribers.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Dec. 19.
JAPAN—Yokohama	Sept. 11	Oct. 29	Nov. 3
Yedo			
Osaka and Hiogo	—	—	Oct. 25
Hakodadi			
Nagasaki	—	—	„ 28
CHINA—Peking	—	—	„ 26
Tien-tsin	—	—	„ 28
Chefoo	—	—	„ 30
New-chwang	—	—	„ 25
Hankow	„ 11	„ 30	„ 31
Kiu-kiang	—	—	„ 28
Chin-kiang	—	—	„ 24
Shanghai	„ 18	Nov. 2	Nov. 6
Ningpo	—	—	„ 4
Foochow	„ 18	„ 5	„ 8
Formosa	—	—	Oct. 24
Amoy	—	—	Nov. 9
Swatow	—	—	„ 10
Hong Kong	Oct. 2	„ 9	„ 12
Canton	—	—	„ 10
Macao	—	—	„ 11
PHILIPPINES—Manila	Sept. 18	Oct. 28	Oct. 31
COCHIN-CHINA—Saigon	„ 25	„ 30	Nov. 9
SIAM — Bangkok	—	—	„ 12
BORNEO—Labuan	—	—	„ 8
Sarawak	—	—	„ 12
JAVA — Batavia	Oct. 2	Nov. 7	„ 15
Samarang	—	—	„ 6
Sourabaya	-	—	„ 8
MALACCA STRAITS—Singapore	„ 9	„ 9	„ 19
Penang	„ 16	„ 20	„ 21
CEYLON—Galle	„ 30	„ 19	„ 27
Colombo	„ 30	„ 21	„ 26

THE MAILS, &c.

The P. and O. mail, bringing the above advices, was delivered, *via* Brindisi, on Saturday, the 19th inst., being two days early. The next inward (French) mail, with advices Yokohama 10th, Shanghai 13th, Hong Kong 19th, Singapore 27th Nov., which is due, *via* Marseilles, on Monday next, the 28th inst., left Suez on the 15th inst., three days in advance of its due date, and may be expected in London on Friday, the 25th inst.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Malta*, arrived Dec. 16.—From Yokohama: Sig. Faccha, Sig. Sala, Sig. Gharadotta, Sig. Bonetta, Sig. Caratta. From Shanghai: Capt. Hutchinson. From Galle: Lieut. Finnis. To Venice, from Yokohama: Sig. Ragida, Sig. Biara, Sig. Pini, Mr. S. Hurt, Mr. Lilley, Mr. Senior. From Shanghai: Mrs. Dudgeon and three children, Mr. Symons.

To Southampton, per P. and O. steamer *Australia*, expected Dec. 27.—From Yokohama: Mrs. Hatton. From Hong Kong: Commander Barnett, R.N., Staff Commander Hewlett, R.N., Lieut. Kerr, Mr. Studd, Mr. Ingram, Mr. Charters. From Singapore: Mr. Williams, Mr. Limmer, Lieut. A. R. Woodriffe. From Penang: Mr. Oxlade. From Galle: Lieut. Barcroft, Lieut. Harris, Asst.-Paymaster Hall, Sub.-Lieut. Boxer.

Per steamer *Ulysses*, arrived Dec. 8.—From Hong Kong: Captain Ward and wife. From Foochow: Mr. H. R. Smith.

PASSENGERS OUTWARD.

Per French steamer *Amazone*, Dec. 20.—To Yokohama: Mr. Suyekawæ, Mr. K. Ejichi, Mr. Z. Ono, Mr. Pateman, Mr. Van Oordt, Mr. J. de Jong. Mr. S. Okumura, Mr. Kawakami, Mr. T. Nagasawa. To Shanghai: Mr. W. Pearson, Mr. L. Lefebre. To Singapore: Mr. and Mrs. Sackermann, Mr. J. Angeback. To Hong Kong: Mr. Sameshima, Mr. Kwong Ki Chin, Mr. and Mrs. Boissement. To Galle: Mr. Charriere, Mr. M. Beaulieu, Mr. and Mrs. Bonnifieu, Mr. and Mrs. Pompon, Mr. Prietzbuer, Mr. de Langlande, Mr. C. E. H. Symons, Mr. de la Samaniere. To Batavia: Mr. A. Gerard. To Saigon: Mr. Conneau, Mr. Gellé, Mr. Bauermeister.

Per French steamer *Ara*, Jan. 3.—To Hong Kong: Mrs. Bell, Mr. Guillemin. To Shanghai: Mrs. C. King, Mr. E. Hunt. To Galle: Mr. Buchanan, Mr. E. H. Hurst.

Per French steamer *Hoogly*, Jan. 17.—To Hong Kong: Mr. Duval, Mr. Wanecke. To Galle: Mr. Hill. To Batavia: Mr. C. Winx.

Per P. and O. steamer *Mongolia*, from Southampton, Dec. 17.—To Singapore: Mis Cook. To Ceylon: Mr. Acklow, Mr. J. P. Rose.

Per P. and O. steamer *Malta*, from Venice, Dec. 25.—To Galle: Mr. J. A. Maconockie.

Per P. and O. steamer *Malta*, from Brindisi, Dec. 28.—To Hong Kong: Mr. C Braun. To Singapore: Mr. E. McAllister. To Ceylon: Mr. G Russell, Mr. M. Drysdale.

Per P. and O. steamer *Bokhara*, from Southampton, Dec. 31.—To Hong Kong: Mr. M. Pinil. To Shanghai: Mr. W. J. Tucker. To Singapore: Mr. M. Armstrong, Mr. Paterson. To Ceylon: Mr. and Mrs. Heathcote, Mr. M. H. Foster.

Per P. and O. steamer *Sumatra*, from Brindisi, Jan. 11.—To Hong Kong: Mr. S. Hughes. To Ceylon: Dr. P. Goldschmidt.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present mail brings advices from this port to the 3rd Nov.; but the Pacific mail chartered steamer *Vancouver* arrived at San Francisco on the 1st inst., with news to the 9th November The following summary of news has been telegraphed to New York:—

There is much discussion concerning the displacement of the director and English *employés* of the Mint at Osaka. The British community and newspapers of Yokohama complain bitterly, as if actual wrong had been done them, and proclaim that the national coinage will become valueless with the Mint taken away from British management. The matter is a serious one for the Japanese Government, and is totally misrepresented here. Some time since a contract was made with the Oriental Bank Corporation to superintend the establishment of a Mint among other public works. This contract expires early in 1875, but the Corporation has claimed the right to make future engagements, officials in the Mint and elsewhere. The Government denies this finding, or has already placed itself far too unreservedly in the hands of the Oriental Bank Corporation, and announced that engagements heretofore made by that body must terminate with the expiration of the general contract next February, so far as is practicable.

The condition of the troops in Southern Formosa is now healthful, the dangerous season having passed. Nearly 1,000 sick were brought back to Nagasaki early in October, their places having been supplied from the barracks at that port. The whole Japanese force now in Formosa is about 4,000 men. The main bodies are held in reserve at or near Nagasaki, to which additions are continually sent.

The impression appears to prevail in American journals that Iwakura especially directs the Government in the present crisis. This is a mistake. There are three Ministerial offices near the Throne, only the third of which in rank is held by Iwakura. When he visited America and Europe the second was vacant, but this has since been filled by the appointment of Shinmardzu Sahuro. The first is occupied by Sangio. Iwakura, in fact, takes very little part in the political discussions.

The public expenses are being reduced in various ways. The Mikado and members of the Imperial family have renounced part of their incomes. Numerous *employés* have requested a reduction of their salaries, and even scholars in the national academies have petitioned that the amount allowed for their education be temporarily reduced. Enthusiasm and offers of personal

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sacrifices are universal, and volunteers are being enrolled throughout the empire.

The British Minister has notified the English employed in the naval service of Japan that in case of war they must resign their positions. They, in return, have notified the Government that, in such an event, they will claim payment for the unexpired balance of their contracts, which demand will be rejected as preposterous. It is semi-officially announced that the French and English troops stationed at Yokohama will be sent home before the end of the year.

It is now doubted whether the Japanese Post-office can be got ready for the commencement of the new postal system by the 1st of January next. The department has decreed a fine of $150 for wrongfully opening any letters.

The United States Minister's relations with the Japanese Government are perfectly harmonious, but his representations in regard to the military registration of the servants in his service and the employment of Mr. Watson have been passed unheeded.

The Mikado's birthday was celebrated on the 3rd November with the military reviews, State receptions and public festivals of all kinds. The foreign Diplomatic Corps dined, by invitation, at the Imperial Guest House in Yedo.

A heavy typhoon has occurred at Yezo. Many sea coast villages were greatly injured, and one was entirely destroyed. Thirty-three junks were wrecked, and 200 lives were lost.

The boiler of a steamer on Lake Biwi exploded, and the passengers and crew, numbering 100, are reported to have been either killed by the explosion or drowned.

The superfluous supply of silk worm eggs has been reduced by burning large numbers of cartoons, and sales are now resumed in Yokohama at extremely low rates.

Orders have been issued by the Navy Department offering rewards for the discovery by Japanese ships of unknown rocks and shoals in Eastern waters.

The Japanese are preparing to erect fortifications on all important points along the coast.

CHINA.

—o—

SHANGHAI.

The present mail brings advices from this port to the 6th November; the P. and O. mail from London Sept. 18 was received on the 2nd November. The following summary of news is from the *North China Herald*:—

The races have occupied the week to the exclusion from public attention of more serious every-day matters, with the exception that contradictory news from the North regarding the difficulty between China and Japan has caused some excitement. The weather was rather cold during the first two days of the races, and the long continuance of rainy weather had broken in upon the usual training season. They went off very successfully, however. A large number of residents left Shanghai for up-country trips about the beginning of race week, some eighty house boats being employed in the exodus. But the absence of so many from the settlements was partly compensated by the presence of a good many visitors from outports.

Regarding the Formosan difficulty, without being too positive, we think we are justified in saying, from all that has reached us during the week, of a reliable character, concerning the progress of negotiations at Peking, that there will not be war. A despatch to a local Chinese officer of high standing states that an arrangement has actually been made. The Japanese asked for an indemnity of five millions, but as the Chinese firmly opposed the demand, they reduced it by three millions. Still the Chinese would not yield, but further bargaining brought the amount down from two millions to half a million taels, with which Okubo was fain to be satisfied. The only question remaining to be settled at the time the despatch was written, as we are informed, was whether the money should be handed over before or after the retirement of the expedition from Formosa. But there can be little doubt that, if matters have been arranged so far, the negotiators will trust each other to fulfil the details of the engagement. Our informant adds that the withdrawal of Yanigawari from the capital along with Okubo is deprived of any untoward significance by the fact that the Japanese Legation is left in charge of his second in command. It is highly probable that Yanigawari returns with the special Embassy, in order to give an account of his own share in the negotiations; and after the position he has held during the present year *versus* the Tsung-li Yamen, it would be in accordance with diplomatic courtesy and usage that he should be replaced as Resident Minister at Peking by some high officer who has not been mixed up in the recent unpleasantness. The foregoing statement is consistent with out last news direct from Peking.

The relations between the Japanese belonging to the war-vessel at Tientsin and the local Chinese are said not to be altogether amicable, some curiosity shown by the latter to inspect the ship being discouraged rather forcibly. The only indications of the state of feeling among the Chinese in Shanghai that we have lately heard of is the fact that the Taoutai has enlisted 150 men for his body guard, and that native charterers of foreign sailing vessels stipulate for a clause saving them from the consequences of war.

The steamer *Cawdor Castle*, while coming to the Shanghai and Honkew Wharf, ran into and sank the French brig *St. Francois*, which was lying alongside, sustaining some damage also to her own starboard bow. The steamer *Shingking* has returned to port, having sustained some damage to the fore part of her saloon in a storm she was caught in when she had made about a fourth of her voyage. The vessel is being repaired with all despatch.

The steamer *Ningpo*, from Hong Kong, reports having experienced very heavy weather as she came up the coast. The P. M. chartered steamer *Vancouver*, bound to Yokohama, had to run for shelter; and the *Ningpo* had to anchor more than once during her passage, through stress of weather. She also reports having seen a large junk ashore, and apparently abandoned, on Ashuelot Reef.

As the *Dragon* was going into Foochow on her last trip south, she passed the steamer *Atalanta*, bound from Hong Kong to Shanghai, off Tungying, a few miles above Matsou. The *Atalanta* was partially disabled by the breaking of a screw bearing, and turning back, made for the Min. At the White Dogs she took a tugboat, and arrived at Foochow safely on the 26th Oct. It was expected that she would be detained four or five days for repairs, but that it would not be necessary to dock her. Her long voyage is thus accounted for. She left Hong Kong on the 19th Oct.—The mail steamer *Delhi* met with very rough weather during a portion of her voyage from Hong Kong, and lost one of her crew overboard. The *Delhi* will have to remain at Woosung till the 6th Nov. nearly a whole week—for want of water to cross the Bar.

The arrival, on the 1st Nov., of the crew of the ship *Lucerne*, would seem to indicate the abandonment of all hope of recovering the stranded vessel. The tug *Samson* went to the vessel on the 27th Oct., having in tow a junk for the accommodation of the *Lucerne's* crew, and a number of coolies to work on the wreck when the tide permitted, and also to assist in the recovery of any property belonging to the vessel. The tugs *Fuhlee* and *Rocket* were alongside the wreck when the gale began on the 27th. They ran for shelter to an anchorage inside the lightship, while the junk, containing the crew and coolies, took shelter in a creek on the Yangtsze Cape. The captain remained in the *Fuhlee* till the 1st Nov., and then came up to Shanghai. The crew walked up from the Yangtsze Cape Creek to the beacon, and were brought from thence to Shanghai by a junk. It is said the *Lucerne* lies in a bed of mud about ten feet deep. The *Fuhlee* has left to look after the junk with the crew and coolies, but there is no apprehension felt regarding their safety.

A decree in the *Peking Gazette* of 17th October appoints Ying-han, Governor of Nganwei, or An Hwuy, to be Governor-General of Kwangtung and Kwangse, vice Juy-lin, lately deceased. Wu Yuan-ping, Governor of Hoopeh, was at the same time appointed to fill the post rendered vacant by Ying-han's advancement, but a decree in the *Gazette* of the 20th Oct. changes this arrangement, and announces that Wu is to become Governor of Kiangsu (this province), an office which, as we noticed the other day, Chang Futai has to vacate on account of the death of his mother.

Among other translations from the *Peking Gazette* is a minute of the trial of Li Kwang-chao, sent up to the throne by H. E. Li Hung-chang. The culprit, it will be remembered, endeavoured to secure official favour, and, as the investigation shows, a big "job," by making some generous proposals relative to the supply of timber to be employed in rebuilding the Summer Palace, which proposals he subsequently was unable to carry out. He played a high game and lost, and now awaits execution after a term of imprisonment. But it is not improbable that some Imperial act of grace will come to save his head before his term of imprisonment is up, and we have heard that in such cases, if there are a number of prisoners for execution about the same time, the Imperial clemency is sometimes displayed by reprieving a portion of them. Li, however, has committed the unpardonable sin, in addition to attempting a gigantic swindle (in which he appears to have been readily assisted by Palace officials), of using titles to which he had no right. The details of the case, given in the present report, are of unusual interest.

We regret to hear of the accidental death, at Hankow, on the 26th Oct., of Mr. W. J. E. Stewart, formerly of Shanghai. Mr. Stewart and some friends had gone off to the steamer *Shanghai*, which was to leave the same night, to see a gentleman on board, and were leaving the vessel, when in passing to the hulk Mr. Stewart missed his footing, owing to the swell in the river. He was carried away on the surface of the stream, but did not sink, and within some five minutes was picked up by a sampan, which had hastened to the rescue. He appeared to be dead when taken out of the water, but protracted efforts were made to restore animation, the ill success of which, under all the circumstances, led to the belief that death had resulted from shock rather than from immersion.

The Honourable B. P. Avery, the new Minister for the United States at the Court of Peking (vice the Hon. Mr. Low), accompanied by Mrs. Avery, arrived at Tientsin on the 18th Oct., and

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shortly after the vessel had been moored he took up his residence at the U.S. Consulate, with Consul Sheppard. On the following day Mr. Avery called on his Excellency Li Hung-chang, the Imperial Commissioner from the Northern Ports, who next day returned the call. It is said that Mr. Avery will start immediately for the metropolis, proceeding by the river to Tunchow.

HONG KONG.

Our advices by the present mail extend to the 12th Nov.; the French mail from London Sept. 25 was received on the 5th Nov., and the following P. and O. mail of 2nd Oct. was received on the 9th Nov. The following items of news are from the *China Mail*:—

His Excellency Sir Arthur Edward Kennedy, K.C.M.G., C.B., Governor and Commander-in-Chief, having returned to the colony, the acting appointments held during his Excellency's absence under Notifications 163 and 164 of 15th October last have ceased.

An inquest was held on the 6th at the Government Civil Hospital on the body of Captain Lane, of the Imperial Customs cruiser *Chien Jui*. It appeared that the deceased was a British subject registered at Canton, but that he died on board a foreign ship at sea. It is a nice question whether the coroner here had jurisdiction, or whether the case should not have been taken by H. M.'s Consul at Canton. However, for the sake of the friends of the deceased, it is fortunate that an inquest was held—as they have the melancholy satisfaction of knowing that no medical aid could have saved him, for he died from an aneurism of the aorta.

Last year this time the opium steamer *Hindostan*, in coming up the China Sea, was "caught in a typhoon," when it will be remembered a clean sweep was made of all that was on her deck, a horse also having been washed overboard. As she is reported to have left Singapore only yesterday, the 30th instant, she must have had to do again with the "demon of the storm" after leaving Calcutta, since the reported occurrence of a cyclone in these regions was about the time the *Hindostan* was wired to have left.

The race course was opened on the 2nd, for training, when a large number of sporting gentlemen of the colony assembled. Several ponies are now taking gentle exercise matutinally. One or two others are being rather harder worked, as they are intended to take part in the Canton Races, which are advertised for the 17th December. We trust that there will be a good gathering here, and plenty of sport at the rapidly approaching races. Indeed, we think that we can foretell as much pretty safely. Besides the racing ponies already in the colony, several are coming down from Shanghai for certain; and there is a probability of the arrival of others from other ports.

We have seldom seen at St. John's Cathedral so large a number of ladies and gentlemen as assembled on the 6th to assist in celebrating the nuptials of Mr. Morland Kerr, the popular manager of the Oriental Bank, and Miss McNair of Singapore. Mr. Kerr's urbanity of manner and gentle disposition, both in private and quasi official life, have gained for him many friends in the East, and no better proof could be afforded to the lady who has now cast her lot amongst us and to her friends from Singapore, of the great esteem in which Mr. Kerr is held here, than the crowd of well-wishers that met them at the church this morning. After the ceremony, a large number of guests, over eighty we believe, were entertained at breakfast at Mr. Nicaise's of Dinder, and the bride and bridegroom left on their honeymoon trip about two o'clock, amidst showers of rice, old shoes, &c. We only echo the sentiment of the general Hong Kong community in wishing the newly married couple long life and many happy days.

H.M.S. line of battleship *Victor Emanuel*, appointed to relieve the *Princess Charlotte*, arrived at 2 P.M. on the 4th and anchored opposite the site of the boat-house. She has brought reliefs for the Military and Naval Forces on the China Station.

The project of a Chinese company to work the lead mines at Wai-chow has met with great popularity. So far as is known, it is only proposed that the undertaking should be an experimental one, and if it succeeds, companies will be started to work other mines too.

We see that the clock-tower has had its birdcage scaffolding removed, thereby indicating that the repairs to it are complete. It now shows out, "neat, trimly dressed, fresh as a bridegroom."

The Praya has been to a large extent temporarily restored, but it is, we believe, in contemplation to effect a considerable change in its permanent construction before another typhoon need be apprehended.

We are requested to state that every effort is being made to salve the cargo of the *Leonor*, and that in a few days all will be recovered. The agents are waiting instructions from the underwriters in London as to the disposal of the two steamers.

The finding of the Marine Court in the case of David Reed, late master of the *White Cloud*, was read to him on the 5th in the Harbour-Master's office. It is to the effect that he was guilty of culpable negligence, and that his certificate be suspended for eighteen months. The certificate of William Ellis, late chief officer of the *White Cloud*, was also suspended for six months.

The disaster of the late typhoon is not altogether without its good, for it furnishes lucrative employment to certain classes of workmen. We hear that the demand for masons and carpenters in Hong Kong is so great that over 2,000 of the fraternity have availed themselves of the cheap fare of the night boats to come down here, where they find ample employment at very remunerative rates.

We understand that the last pages of Archdeacon Gray's book have gone to press, which, considering its great length of 700 pages, and the time it was commenced, is creditable to the publishers. Much time is of course lost in sending proofs out of the Colony for revision, and the necessity in this case has probably added a full third to the time of production. The work is decidedly interesting, and is likely, we imagine, to have a good sale.

Professor Vanek has so frightened the Chinese with his sleight of hand that they are afraid to deal with him. One day he went into a foreign goods shop to buy something, and the price agreed for the article was $3. He placed this sum on the counter; suddenly two of the coins disappeared at the touch of the Professor. Of course the Chinaman refused to deliver the goods until the full amount was paid. The Professor made another touch on the remaining coin, and as suddenly the three dollars were on the counter again. This trick was repeated, until the Chinaman refused to sell unless the Professor paid him in $1 notes.

The s.s. *Mongol* brought out a large quantity of munitions of war for the Chinese Arsenal at Foochow. Amongst them are five Armstrong guns, weighing twenty tons each, and their carriages, weighing seven tons each. The steamer has gone to Aberdeen to put out this artillery under the Dock Company's shears. The reason of the debarcation here is that water at the Foochow Arsenal has decreased several feet in depth during the last two months, owing to the silting up of the river.

The Hon. P. Ryrie has presented to each of the Messrs. George and Edward Taufer a cup and purse containing $155. The above is the result of the public subscriptions raised to show the general sense of the Messrs. Taufer's conduct in saving life from the steamers *Albay* and *Leonor* during the typhoon on the 23rd of September last. Although individual subscriptions were limited to a small sum, the total amount subscribed was $386.

We observe that Mr. Hayllar, Q.C., has returned to the colony per *Baroda*.

The *Carisbrooke* took nine days on her recent passage from Saigon, and reports very rough weather outside, with a strong north-east monsoon.

Fresh tenders are invited for floating the *Alaska* off the beach at Aberdeen. We sincerely trust that the next effort made will be successful.

A nice little jetty is being constructed for the night-steamer *Hanyang*. This shows a determination on the part of her owners to stick to the trade.

The local authorities at Canton have sent to the British Consulate there a number of articles stolen from the steamer *Spark* after the lamentable catastrophe of the 22nd August last. The Cantonese have been brisker in their pursuit of the pirates than have our own police in Hong Kong. The articles identified are two of the *Spark* gongs, a watch belonging to one of the crew, two tins of Messrs. Deacon and Co.'s Tea musters, one ten-dollar gold piece, the property of Captain Brady, an Australian sovereign belonging to poor Mr. Mundy, a tablecloth, and other articles. Among the plunder yet unidentified are a rifle, a one hundred dollar, ten five-dollar, and five one-dollar notes, 10 Chinese pawn tickets, 46 Mexican dollars, some Chinese jewellery, and a quantity of clothing.

We understand that the Rev. N. A. Roach, of the London Missionary Society, has accepted the charge of Shameen Church, Canton, pending the appointment of a successor to the Ven. Archdeacon Gray. This appointment, though merely temporary, says much for Mr. Roach's popularity among Church of England people.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 19th November; no later mail from London had arrived out. We take the following items of intelligence from the *Straits Times*:—

Burglaries and thefts in dwelling houses have lately been of alarming frequency, the thieves in several instances carrying off iron money chests, to the neglect of jewellery and valuables lying in plain sight. Besides this, a considerable number of cleverly executed counterfeit Mexican dollars, of both the old and the new coinage, have been assiduously put in circulation here, but the vigorous prosecution by the police of all who are caught tendering the counterfeits has checked the operations of the rascals, several of whom have been committed for trial at the next criminal session. Monday, the 9th instant, the Prince of Wales' Birthday, was observed as a holiday by the Government and the mercantile community. The following evening the officers of H.M.S. *Charybdis* entertained the visitors at Government House with a private theatrical entertainment, in which

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the amateurs proved themselves actors of no mean ability, and acquitted themselves most admirably throughout.

There has been another severe typhoon in the China Sea, which was encountered by the P. and O. extra steamer *Colombian* on the 13th instant, on her way from Hong Kong to this port, in which she lost two boats, smashed bulwarks, and sustained other damage. The storm is described as of great violence, and we shall probably have to report further casualties. The arrivals of steamers *viâ* the Suez Canal have been the *Deucalion* on the 7th and *Agamemnon* on the 9th, from Liverpool; *Galatea* on the 9th, from Cardiff; *Formosa* on the 14th, from London; *Kjobenhaven* on the 16th, from Antwerp; *Crocus* on the 18th, from London. The departures have been the *Tartar* on the 6th, for New York; the *Hong Kong* on the 8th and *Essen* on the 14th, for London.

The Legislative Council has not yet resumed its sittings, and it is probable little more legislative business will be transacted this year. The Supply Bill for 1875, however, which appears in the *Gazette*, remains to be passed. The estimated expenditure is $1,485,178, or some $84,000 over that of the present year. There is, however, an increase of some $55,000 in the cost of establishments, which goes far to make up the difference. Penang is again unrepresented in the Council, owing to the resignation of Mr. Walter Scott, who was appointed to fill the vacancy caused by the death of Mr. F. S. Brown, and it is as yet uncertain who will be chosen to occupy the seat.

Arrangements are in progress for organising the Administration of the Native States in terms of the recent Treaties, and it may be concluded that the appointments involved have already been determined upon, though these are not yet announced. Mr. Birch, the Colonial Secretary, is at present occupied on a commission to fix the boundaries of the newly-acquired territory opposite the Dindings, and Mr. Swettenham is acting as Resident at Salangore. The inquiry into the condition of the public service, which has been before the Executive Council for the last three months, has been concluded, and the report of the sitting and its results is now being drawn up. The Council held its sittings throughout with open doors, but the shorthand report of the same is not to be published here till it has been submitted to the Secretary of State for the Colonies. Whether the finding or result of the Council will be made known sooner is not stated, but from the aspect of the investigation, so far as the proceedings disclosed, there is little cause to doubt that the accusations which first gave rise to the inquiry will be declared to be without foundation.

We are given to understand that his Excellency the Governor is of opinion that the Municipality of Penang is responsible for the sanitary arrangements in Province Wellesley, and has accordingly called upon that body to set itself to work at once to improve the drainage, &c., of the different villages. It is furthermore stated that the Governor purposes to introduce sweeping changes in the present system of Municipal Government.

The Fourth Criminal Sessions of 1874 will be opened on Saturday, 14th, and it is understood that the Court will be adjourned till the 16th. We can scarcely be accused of being given to unnecessary cavilling when we assert that during the whole of our experience in the Settlement we never knew the Supreme Court to show less consideration for the jurors summoned to attend the assizes. Several of these will have to travel twenty or thirty miles to answer their names, and will either have to bear the cost of going back again to their homes in the Province, and returning on Monday, or be mulcted in the extra cost of living in town. A notice to the effect that jurors are not required to attend till Monday would save all this useless expenditure, and spare the pockets of many who can ill afford to lose a cent.

We are indebted to a private source for the following translations of official telegrams from Atchin to Batavia :—

A telegram from the Military Commander at Atchin, dated 13th October, mentions enemy numerous and busy in the vicinity of our establishments. Lieut. A. K. Begemann, wounded whilst patrolling, is now better. The blockade of Pasei has been raised. Health not improved, number of deaths stationary. Since 2nd instant four cases of cholera and one of small-pox.

Translation of a Government telegram received on the 5th instant from Atchin via Penang :—

Tuloh has hoisted the flag; blockade raised. *Banda* has returned from west coast with rather favourable reports.

The enemy erecting fortifications in the direction of Longbatta. State of health unfavourable; number of sick and mortality increasing. No new cases of small-pox; cholera, one.

During the temporary absence of Mr. H. M. Mills, who proceeds to England to complete the usual formalities on being called to the Bar and to enter on the Midland Circuit, Lieutenant Brackenbury, R.E., A.D.C., undertakes the duties of Private Secretary to the Governor. Mr. Mills returns by the last mail in February.

The Government *Gazette* notifies the appointment of Lieut. Herbert Meyrick, of the 1-10th Regiment, as a Justice of the Peace and Acting Assistant Superintendent of Police and Coroner for Penang.

SHANGHAI MORALITY.

(To the Editor of the *London and China Telegraph*.)

Sir,—Under the above heading a person signing himself "Pater-Familias" writes, in your issue of the 28th August, denouncing the *demi-monde* of Shanghai in terms worthy of the noble lord who was once good enough to describe this settlement as a "sink of iniquity." It is by no means as a champion of the class just mentioned—admittedly necessary in any large community though it may be—that I venture to address you in reply, but rather to expose the misrepresentations of your correspondent—misrepresentations too gross, perhaps, to require comment, but which still it may be well to correct for the benefit of a possible minority of credulous readers. As the simplest method I shall deal with them, briefly, in the order in which they appear in the communication under notice.

"Pater-Familias" writes :—

"The settlement is overrun with European women of various nationalities, who are allowed to ply for hire and drive in carriages with livery servants on the Bubbling Well-road, or Rotten-row of Shanghai, without interference by the police."

The settlement is not "overrun" with such women; on the contrary, their number, in proportion to that of the whole male community, is moderate when compared with that of other towns under similar conditions. The supply is, of course, strictly regulated by the demand, and the latter is kept within due bounds by the very considerable outlay required for the indulgence. It must not be supposed either that the persons in question "ply for hire on the Bubbling Well-road," a suspicion to which the slipshod English of the sentence might give rise, justifying a horrified reader in the supposition that at the very least "books" were unblushingly made up in the public thoroughfares.

"It is well known that young men who are foolish enough to visit the dens of these women have heavy bills sent in to them next day, under threats of exposure if not paid. This has already led to the ruin of several members of our community, and it is, in my humble opinion, high time that something was done to check this species of swindling."

"It is well known," on the contrary, that such bills, heavy though they be, are not, except, I presume, in cases of doubtful solvency, "sent in next day," and that "threats of exposure" are also simply mythical, for the sufficient reason, did no other exist, that such a course would imperil the popularity of a class to whom popularity is obviously indispensable. "The ruin of several members of our community" is traceable rather to share speculation and racing, gambling generally, in fact, than to undue indulgence in the lusts of the flesh. For the charge of "swindling" there is no ground. Here, as all over the world, a price, extravagant or not as the case may be, is demanded for a certain equivalent. Decision is open as to whether *le jeu vaut la chandelle*.

"* * it is now possible to walk down Regent-street without being jostled by abandoned women in a state of semi-nudity."

This is very fortunate for the *habitués* of Regent-street. Before this innovation was introduced there, how much more blessed must have been Shanghai, for from the earliest appearance in our midst of delegates from the section of society so obnoxious to "Pater-Familias," until the present day, no case has, I believe, been recorded of a "wife or daughter" having been "jostled by abandoned women," above all, by "abandoned women in a state of semi-nudity," for this is a variety—rare, let us hope, even in the past of Regent-street—absolutely unknown amongst us.

"The shopkeepers of Regent-street found it interfered with their business, so it was put down; I therefore fail to see why it cannot be kept under in Shanghai."

The English have been characterised as "a nation of shopkeepers." Justly would the taunt seem to have been applied, since this worthy class has been able, unaided, to produce such a social reform. Why this mighty power has not been directed to a similar end in Shanghai is perhaps due to the fact that the members of the *demi-monde*, so far from interfering with shop interests, are admirable and valued customers. To the storekeepers of our settlement "Pater-Familias" will therefore appeal in yain.

"An auction was lately held in Shanghai at one of these houses, furnished in the most sumptuous style, the proceeds of the sale amounting to two thousand pounds. The question arises therefore from whom did this money come"?

Owing, perhaps, to an abject respect for the magnificence of an establishment which sold out for two thousand pounds, the writer does not stigmatise is as a "den." But really the sum does not of itself prove, in the Far East, the sumptuous character of the domicile. These lines, however, are quoted to mark the naiveté, real or assumed, displayed in the concluding sentence.

"It (this evil) has been denounced from the pulpit, but still it flourishes like an 'upas tree,' killing all who approach its deadly influence."

The less said the better about the notorious denunciation from the pulpit, to which I presume your correspondent refers. A miguided chaplain made an offensive remark about young men coming to the sacred fane, "reeking from the arms of their mistresses." But the physical constitution of the human race

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must be strangely altered before protests, even when strengthened by pulpit inspiration, can be productive of much beneficial result. To conclude this criticism, the metaphor by which "the evil" is represented as "killing all who approach its deadly influence" is but a fitting end to such a quaint jumble of exaggeration and mock morality.

Wondering sadly what could have led your staid correspondent so to trifle with veracity, my eye is attracted by the date of his letter—4th July. Here may be the explanation. This day marks a great anniversary, which is honoured in Shanghai with a wealth of convivial observance. "Pater-Familias" doubtless joined in the general hilarity, and it is, perhaps, to the revulsion of feeling which he experienced on regaining his closet to a dark hour of racking brow and haply of uneasy conscience that may be attributed an attempted stigma, which, in a calmer, happier moment, he would doubtless willingly have recalled.—Your obedient servant,

October 19th, 1874. Z.

THE MAILS.

—o—

Present Inward Mail.—Brindisi, Dec. 16.—The P. and O. Company's steamer Malta arrived at 7, and the mail left at 9.40 P.M. for London.

Heavy Portion of Present Inward Mail.—Port Said, Dec. 14.—The P. and O. Company's steamer Australia, with the India, China, and Australia heavy mails, left at 9 P.M. for Southampton where she may be looked for about the 27th inst. Specie £446,000.

Heavy Portion of Last Inward P. and O. Mail.—Southampton, Dec. 16.—The P. and O. Company's steamship Zambesi, from Calcutta, *viâ* the Suez Canal, arrived at Southampton last night, bringing the heavy India and China mails, 66 passengers, £11,552 in specie, and 11,073 packages of cargo, including 1,340 chests of tea, 1,671 bales and 20 cases of silk, and 208 bales of cotton. Her dates were—Calcutta, Nov. 5; Madras, 9; Galle, 14; Aden, 22; Suez, 29; Port Said, 30; Malta, Dec. 4; Gibraltar, 9.

Outward Mail of November 13.—Singapore, Dec. 13.—The P. and O. mail from London Dec. 13 arrived here to-day.

Outward Mail of Nov. 6.—Singapore, Dec. 9.—The French mail from London Nov. 6 was received here to-day.

Outward Mail of Oct. 30.—Shanghai, Dec. 10.—The P. and O. Company's steamer Thibet, with the London mail of the 30th October, arrived here to-day.

Next Inward Mail.—Suez, Dec. 15.—The Messageries Maritimes steamer Hooghly, with the inward French mails from China and Japan, left here to-day for Port Said and Marseilles, at which latter port she may be expected to arrive on the 23rd inst.

Inward Mail due January 11.—Galle, Dec. 16.—The Messageries Maritimes steamer Peiho, with the inward French mails from China and Japan, left here to-day for Aden.

Outward Mail of November 20.—Galle, Dec. 16.—The Messageries Maritimes steamer Provence, from Marseilles on the 22nd ult., left here to-day for Singapore.

Outward Mail of Dec. 11.—Suez, Dec. 19.—The P. and O. steamers Kashgar and Mirzapore with the outward mails of 3rd—11th inst., left here at 3 A.M. for Bombay and Calcutta.

Shipping Intelligence.

ARRIVALS.

At Shanghai.—From London, Dec. 12, Glenlyon (str.), Crocus (str.); 14, Achilles (str.), Star of the West.

At Hong Kong and Canton.—From London, Nov. 10, Glenearn (str.); from Liverpool, 6, Nestor (str.).

At Singapore.—From London, Nov. 14, Formosa (str.); from Liverpool, 9, Agamemnon (str.); Dec. 15, Ajax; from Cardiff, 15, Benedicta; 18, Lochleven Castle; from Antwerp, 16, Kjobenharn (str.); from Cardiff, 10, Kinfauns Castle.

At Penang.—From Liverpool, Nov. 19, Achilles.

At Batavia.—From Greenock, Nov. 11, County of Forfar; from Cardiff, 9, Maria; from Texel, 2, Java Packet; from Rotterdam, 9, Johanna.

DEPARTURES.

From Shanghai.—For London, Oct 31, Essen (str.); Nov. 2, Coulnakyle.

From Foochow.—For London, Nov. 5, Duke of Athole.

From Hong Kong and Canton.—For London, Nov. 6, Essen (str.); for New York, Oct 28, San Juan; 29, Tartar (str.); 8, Lathley Rich; 9, Hopewell.

From Singapore.—For London, Nov. 6, L. J. Enthoven; 17, Emilio Rondanina; for Glasgow, 13, Andromeda; for Boston, 7, Charles C. Leary; for New York, Tartar (str.).

From Batavia.—For Liverpool, Nov. 12, County of Berwick; for Channel, f.o., 4, William and Ann; for Holland, Nov. 3, Johanna Maria; 6, Johanna and Willem, Noordzee Kanaal; 7, Java; 9, Golden City, Jupiter; 11, Wijk Aan Lee; for Rotterdam, County of Sutherland; for United States, 7, Florida.

VESSELS LOADING.

At Yokohama.—For New York, New Republic.

At Shanghai.—For London, Guinevere, Glenfalloch (str.), Cathaya, Cawdor Castle (str.); for New York, Lady Louisa, Conqueror, Mikado, Mary Whitridge.

At Foochow.—For London, Harlaw; for New York, Taitsing.

At Hong Kong.—For London, Falcon, Albuera; for Channel, f.. Casanjah; for Bremen, J. C. Munro.

At Singapore.—For London, Lake Lemas, Galatea (str.); for Liverpool, Amsterdam; for Boston, Banian, Dewa Gungadhur; for New York, Ringdove.

FREIGHTS AND CHARTERS.

At Shanghai.—Rates to London remain at £3 10s. per ton of 40 feet steamers, and £3 10s. per ton of 50 feet sailing ship; to New York, £3 10s. per ton of 40 feet.

At Foochow.—To London, by steamer, £3 10s. per ton of 40ft., and by sailing vessel £3 10s. per ton of 50ft.; to New York, by steamer, £4 10s., and by sailing vessel, £3 10s.

At Hong Kong.—For London, per steamer, £2 17s. 6d. to £3 per ton of 50 feet; to New York, £2 15s. to £3.

At Singapore.—For London, per steamer, £2 10s. tin, £3 10s. sago and tapioca; measurement £5; per sailing vessel, £2 12s. 6d. per ton deadweight.

VESSELS PASSED STRAITS OF SUNDA.

Date.		Ship.	From	To
Oct.	25	Borealis	Shanghai	London
„	26	Stefano	Cardiff	Hong Kong
„	27	Mary Ann	Rio Janeiro	Batavia
„	—	Hope	Greenock	Do.
„	—	Hamilton	Cardiff	Hong Kong
„	—	Olive	Sunderland	Singapore
„	28	Iphigenia	Cheribon	Falmouth
„	—	Anne	Manila	London
„	—	Stella	Batavia	New York
„	29	Giuseppa	Cardiff	Singapore
„	—	Reflemo	Hong Kong	New York
„	30	Eliza Shaw	Foochow	London
„	—	Zeeburg	Sunderland	Singapore
„	—	Duke of Richmond	Batavia	Falmouth
„	—	Johanne Marie	Hong Kong	Hamburg
„	31	Rota	Cheribon	Copenhagen
„	—	Don Quixote	Manila	New York
„	—	Emile Marie	Saigon	Belle Isle
Nov.	2	Nuovo Abele	Passaroeang	Channel f.o.
„	4	Thijatira	Foochow	London
„	4	Templar	Passaroeang	Boston
„	5	Melbrek	Hong Kong	London
„	—	Omega	Do.	New York
„	7	Ambassador	—	Do.
„	8	Lanercost	Ilo Ilo	Order
„	—	Formosa	Manila	Boston
„	—	Maria	Cardiff	Batavia
„	9	Bombay	Do.	Singapore
„	—	Eliza Ritson	Glasgow	Do.
„	—	Lunan	Hong Kong	London
„	—	V. de Bruxelles	Bangkok	Marseilles

SHIPPING POSTSCRIPT.

Arrivals Not in the Tables.—Dec. 16, at Portsmouth, from Batavia, for Rotterdam, Kortenaer; off Holyhead, from Samarang, Winlow; at New York, from Singapore, Evening Star; Dec—, at New York, from Singapore, Olivia Davis; off the Lizard, from China and New York, Glenfinlas (str.).

Departures.—Dec. 15, from Hamburg, for Singapore, Brema; from Glasgow, to Singapore (via Brixham), Singapore (str.); 14, from Gloucester, to Singapore, Wm. Crocker; 10, from Cardiff, to Yokohama, Victoria; 12, to Singapore, Tecuseh, to Anjer, Maasnymph; 10, from Penarth, to Galle, Victor; 16, from Hamburg, to Hong Kong, Anna; 18, from London, to Shanghai, Sir Lancelot.

Miscellaneous.—At Port Said, Dec. 16, from London, to Singapore, China, &c., Scotland (str.); at Suez, Dec. 16, from China, &c., Glen-Fallock (str.).; 17, Abbotsford (str.), from London to Singapore, China, &c.

Spoken.—N.L.B.R., Samarang to Middleburg, Nov. 20, 25 S., 3 E.

Steamers Passed the Suez Canal.—Previous to Dec. 16, Lorne (str.), from Colombo, for London; Cawdor Castle (str.), from China, &c., for London.; 14, Prinses Amalie, from Nieuwe Diep, to Java.

Casualties.—The Terenita, Bevan, from Glasgow to Singapore, put into Falmouth, Dec. 15, with loss of sails and bulwarks. New York, Dec. 5.—The Johanne (German ship), Bange, which vessel arrived here, 2, from Manila, reports having experienced a severe squall, Nov. 13, in lat. 30 S., lon 69 W., during which she lost foretopmast and fore and main topgallantmasts. On the 24th, in lat. 36 N., lon. 70 W., she encountered a hurricane, lasting twenty-four hours, beginning at S. and veering round to N., in which she lost fore staysail. Portsmouth, Dec. 17.—The Maria Eliza (Dut.), V. D. Ouasen, from Amsterdam to Sourabaya, with a general cargo, has arrived at the Mother Bank, with loss of jibboom, headgear, cathead, &c., and stern damaged, having been in collision in the North Sea. Liverpool, Dec. 18.—The Winlow, arrived here to-day from Samarang, encountered very heavy gales when passing the Western Islands, between 10th and 15th, and shipped some heavy seas, which carried away long-boat and a portion of mainrail and bulwarks; also, stove a large water tank which was lashed to the deck. Greenock, Dec. 17.—The Singapore (str.), Dumbreck, from Glasgow to Singapore, took the ground at Gravel Point during a fog yesterday afternoon; she floated off at high water, and proceeded to sea. Stornoway, Dec. 15.—It is reported that the tops of the lower masts of the Majee are now above water.

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CARGOES OF TEA AFLOAT.

Sailing Date.	Name.	From	Cargo—lbs
July 16	Dartmouth	Shanghai	1,241,848
„ 25	James Sheperd	„	1,135,833
Aug. 4	Red Riding Hood	„	900,551
„ 5	Lauderdale	„	930,783
„ 15	Kaisow	„	1,138,185
„ 15	Norham Castle	„	1,010,045
„ 21	Lothair	„	1,132,056
„ 25	Leucadia	„	1,293,823
Sept. 1	Wylo	„	1,185,524
„ 14	Borealis	„	1,047,008
„ 17	Duke of Abercorn	„	1,543,395
„ 17	Eliza Shaw	„	962,360
„ 17	Hawkesbury	„	1,518,963
„ 25	Woodlark	„	1,284,763
Oct. 20	Hallow'een	„	1,091,708
„ 30	Essen (str.)	„	684,209
„ 31	Coulnakyle	„	756,208
Nov. —	Glenfalloch (str.)	„	—
Sept. 12	Undine	Foochow	1,108,416
„ 28	Argonaut	„	1,501,769
Oct. 1	Thyatira	„	1,344,347
„ 22	Hong Kong (str.)	„	1,796,447
Nov. 5	Duke of Athol	„	1,328,588
„ —	Cawdor Castle (str.)	„	—
Aug. 1	Golden Spur	Canton	782,227
„ 27	Singtai	„	401,960
Sept. 30	Melbrek	„	879,845

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.	4s. 2¼d.	4s. 2⅝d.	4s. 2⅞d.
Shanghai „	5s. 9½d. to 5s. 9¾d.	5s. 9⅝d.	5s. 9⅞d.
Canton „ / Hong Kong „ / Macao „	4s. 2⅝d.	4s. 2⅞d.	4s. 3d.
Singapore „	4s. 2¾d.	4s. 3⅛d.	4s. 3⅛d.
Manila „	4s. 0d. to 4s. 0¼d.	4s. 0⅜d. to 4s. 0⅝d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 306	221½ to 222
„ Hong Kong	27 to 27½ dis.	—
Bar silver	Tls. 111.2.0	10 prem.
Mexican dollars	„ 75.0.0	1½ prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 4 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 47 per cent. discount.
China Traders' Insurance Company, $600 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 7 premium.
Hong Kong Fire Insurance Company, $527½ prem.
Union Insurance Society, $30 premium.
China and Japan Marine Insurance Company, Tls. 82 per share.
China Fire Insurance Company, $36 premium.
Victoria Fire Insurance Company, $28 premium
Indo-Chinese Sugar Company, 9½ per cent. dis.
Shanghai Steam Navigation Company, Tls. 80 per share.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

Atkin—On the 13th Oct., at the Mint, Osaka, the wife of E. Atkin, of a son.
Coare—On the 27th Oct., at Canton, the wife of F. W. Coare, of a son.
Cremer—On the 9th Nov., at Deli, the wife of J. T. Cremer, Administrator of the Deli Company, of a son.
Dick—On the 14th Dec., at Brooklyn Anerley, the wife of G. A. Dick, of Ceylon, of a son.
Engel—On the 11th Nov., at Singapore, the wife of Edward Engel, of a son.
Henderson—On the 13th Dec., at 8, Winchester-road, St. John's-wood, the wife of D J. Henderson, of Ceylon, of a son.
Howell—On the 3rd Dec., at Boulogne, the wife of W. G. Howell, of Yokohama, of a daughter.
Hudson—On the 22nd Oct., at Yokohama, the wife of John Hudson, of a son.
Mackenzie—On the 11th Dec., at Gillotts, Henley-on-Thames, the wife of W. D. Mackenzie, of a son.
Smith—On the 18th Oct., at Shanghai, Mrs. Alexander Smith, of a son.
Stanford—On the 10th Nov., at Hong Kong, the wife of B. R. Stanford, of a daughter.
Troup—On the 13th Dec., at Banbury, England, the wife of James Troup, H.M. Vice-Consul for Niigata, Japan, of a son.
Wheeley—On the 2nd Nov., at Shanghai, the wife of Edward Wheeley, of a daughter.
Wilkin—On the 13th Oct., at Yokohama, the wife of A. J. Wilkin, of a daughter.

MARRIAGES.

Ker—McNair—On the 6th Nov., at St. John's Cathedral, Hong Kong, by the Rev. R. Hayward Kidd, Charles Morland Kerr, of Shraauraer, Scotland, to Alice Mary, eldest daughter of the late Captain George Augustus McNair, H.M.'s 38th Regiment and Commandant of 8th Punjaub N.I.
Lewis—Hunter—On the 11th Dec., at St. John's, Kingston Vale, by the Rev. G. B. Twining, assisted by the Rev. H. S. Gorham, vicar of Shipley, George Lewis, late of China and Japan, second son of the Rev. R. G. Lewis, of Norbiton, Surrey, to Julia Hunter, of Innes Park-road, Wimbledon, youngest daughter of the late John Hunter, of Stamford-hill.
Linstead—May—On the 5th Nov., at St. John's Cathedral, Hong Kong, by the Rev. R. Hayward Kidd, Theophilus George Linstead, to Agneta Eliza, only daughter of the Hon. Charles May, First Police Magistrate.
Nelson—Dale—On the 12th Dec., at All Saints' Church, Wandsworth, by the Rev. John Buckmaster, M.A., Thomas Nelson, of Newcastle-upon-Tyne, to Jennie, second daughter of Shallcat John Dale, of Tynemouth.

DEATHS.

Hack—On the 11th Oct., at Hiroshima, Japan, Wilton Stonehouse, son of Wilton and Anna Maria Hack, aged one year and nine months.
Hodgson—On the 7th Dec., after a short illness, at 65, Queen's-gate, South Kensington, John Hodgson, of Scotton, Richmond, Yorkshire, and late of 37, Fenchurch-street, London, in his 74th year.
Hormann—On the 19th Oct., at Yokohama, Jules Hormann, aged 44 years.
Howell—On the 10th Dec., at Shanghai, aged 22, Richard Williams, eldest son of Samuel Howell, of Upper Clapton, Middlesex.
Laing—On the 15th Dec., at 1, Eastern-terrace, Brighton, of typhoid fever, contracted at Oxford, Francis Kelly, second surviving son of Samuel Laing, Esq., M.P., aged 20, beloved and regretted by all who knew him.
Lane—On the 5th Nov., at Hong Kong, suddenly, on board H.I.C.M. Revenue Cruiser *Chien Jui*, at sea, Herbert K. Lane, Commander.
Meincke—On the 29th Oct., at Shanghai, Gustav Meincke, a native of Germany, aged 30.
Stewart—On the 26th Oct., at Hankow, W. J. E. Stewart, late of Shanghai.
Stuart—On the 12th Dec., at Southlands, near Exmouth, Claire Elizabeth Forbes Stuart, eldest surviving daughter of Lieut.-General Sir Charles S. Stuart, K.C.B., and granddaughter of the late General R. A. Wilbis, of the Bombay Army.
Tombs—On the 2nd Dec., on board H.M.S. *Euphrates*, Harry Edwin Stirling, the only son of the late Major-General Sir Harry Tombs, V.C., K.C.B., aged 13 months.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

Hamburg, Dec. 8.

The Court of Administration of the "Anglo-Deutsche Bank of Hamburg," in compliance with the wish expressed by a large number of shareholders to call a special meeting before the end of the year, and give them full information on the state of their affairs, in order to enable them to judge as to the expediency of liquidating the concern or continuing to carry it on with some modifications, have convened an extraordinary general meeting for the 22nd inst., and in the meantime have drawn up a very lengthy report, which has been printed and distributed to the shareholders, so that they may appear at the meeting prepared which way to vote. It has been no secret here for a long time that the affairs of this Bank were in a very bad way, and indeed a glance at the share-list, where the value has been always going lower and never recovering, would suffice to show the merest chance outsider that it must be a hazardous investment, as they are now not worth more than 42½ to 43 per cent. It must, however, be remembered that the Bank was founded at that unfortunate period of excitement when the wildest speculations were the order of the day, when shares were run up in a fabulous manner, private industrial undertakings of standing were bought and turned into joint-stock companies, directors were picked up in the streets and became millionaires in a few days, and everybody believed that the millennium of riches had arrived. Then came the general crash, and a panic ensued; bubble companies burst every day, directors, who were accustomed to roll down to their company's offices in splendid equipages with blood horses and magnificent liveries, suddenly skedaddled and became invisible, many of them taking with them the cash-box or other valuables, and in fact *sauve qui peut* was the general cry. Be it understood that I am far from insinuating that the directors of the Anglo-Deutsche Bank are to be charged with any such disreputable mal-practices; but they, according to their own account, certainly kept up with the spirit of the period and entered into wild speculations by which the shareholders are losers to the amount of several millions, and perhaps as much more will be eventually lost if the affairs of the Bank are wound up too quickly, and forced sales are effected.

One of the objects that have turned out most disastrously for the Bank is the Transatlantic Steamship Company—the so-called Eagle line—in which a large sum of money has been lost, the shares which were taken at par being now worth only 22 per cent. The report does not say how many shares the Bank originally held, but the directors confess to a loss of two million marks. Then another couple of millions have been lost by an equally unfortunate purchase of a paper mill in Holstein, which was worked by most expensive steam machinery, but cannot compete with the smaller establishments worked in the old way with a stream of water for the motive power. Another industrial undertaking in which the Bank took a large interest is called the "International Building and Railway Material-making Company at Frankfort, which, however, has managed to pay a dividend of 5 per cent., so that it at least covered the interest for the last year. Then a large brewery has been constructed at Wiesbaden, and a coal-field of lignites bought in Hungary, both of which are worked for account of the Bank, but confessedly at a serious loss. The sum of 102,235 marks has been lost by the dishonesty of one of the servants of the Bank—the chief cashier—which, however, is a mere bagatelle in comparison with the other items. Large sums of money have been invested in land speculations, chiefly at Berlin and Vienna, which are still in possession of the Bank, and appear among the assets. After the crash they became unsaleable, and would now not find a purchaser if brought to the hammer; but it is just possible that some day or other they may be got rid of without loss though at the cost of several years' interest on the capital invested. The real legitimate banking business has been on a very limited scale, and the receipts from bill-discounting and commission are not worth mentioning, and far below the expense of keeping up their large establishment of the palace they bought for offices and their numerous staff of liberally paid clerks and other *employés*, which are put down in the balance sheet at 214,409 marks.

From the above it will be seen that the Bank is in anything but a flourishing condition, nor are their prospects for the future very promising; and under these circumstances the directors come before the shareholders and ask for a general release from their responsibility, urging that if they were led into speculations that have proved disastrous, they did it with the best intentions and in the full hope at the time of making large profits for the shareholders. Their second question for the decision of the approaching meeting is whether the business shall be carried on or terminated and wound up. It is known that there are a great many shareholders very hostile to the directors, and indignant at what they consider the reckless mismanagement of the whole concern from the very beginning,

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Miscellaneous.

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THE HEALTH OF THE ARMY IN CEYLON.

We have already given a summary of the official reports for 1872 on the Health of the Army serving in China and the Straits Settlements. We now complete the subject by a *résumé* of the report from Ceylon. The force of white troops stationed in the island during the year was the 73rd Regiment, two batteries of the Royal Artillery, and a few non-commissioned offices of the Ceylon Rifle Regiment, and details of the Army Hospital Corps. The average strength was 1,001, the admissions into hospital were 1,026; and the deaths, including three invalids at sea on their way to England, twenty-five. The admissions to hospital were considerably below, but the deaths considerably above those of the preceding year. General diseases were less prevalent, but more fatal, than in 1871. Two fatal cases of enteric fever occurred among the military prisoners confined in the civil jail at Colombo, a building, from gross sanitary defects, quite unfit for the reception of Europeans, and from which it was subsequently found necessary to remove the remaining military prisoners on account of the prevalence of dysentery in a severe and fatal form among them. Most of the admissions for remittent fever occurred in the 73rd Regiment, and the majority of them at Trincomalee. At Colombo the admissions for fevers of all kinds fell from 111 in 1871 to thirty in 1872, the decrease being attributable, in the opinion of the surgeon of the regiment, to the removal of the ramparts, which previously shut out the sea breeze from the fort. The diseases against which the Contagious Diseases Act is directed were considerably less prevalent. The principal medical officer reported that the Act was in full force, but that there were difficulties in the way of its being efficiently carried out. The increased prevalance and fatality of dysentery is attributed in part to the unusually heavy rainfall during the year, and the inundation of many parts of the island, but chiefly to the insanitary condition of the civil jail at Colombo already referred to, in which many of the worst cases originated. Accidents were considerably below the average, and none of them were fatal. There was one case of suicide by rifle shot in the 73rd Regiment, at Colombo, the indirect result of intemperance. The Asiatic troops in Ceylon during the year consisted of the Ceylon Rifle Regiment and eighty-seven Gun Lascars, and the average strength of the whole was 862. The admissions into hospital were 511, and the deaths nine. Both were much below the average of the past ten years.

Deputy-Inspector-General Watt, after stating that the year had, on the whole, been a healthy one, presents the following sanitary report:—Dysentery has been more intractable in its form, and double the number of admissions have taken place from it than in the year preceding. This is probably due, in some measure, to climatic influences. After a long, dry and hot period at the early part of the year, great quantities of rain fell, and the country, especially about Colombo—where the greatest amount of this disease occurred—was inundated, and remained so for a long time. But another marked cause of increase in the number of admissions from this affection was the insanitary state of the convict prison at Welikada, where dysentery, towards the latter part of the year, prevailed as an epidemic, and great mortality occurred. As many cases had been sent to the regimental hospitals, some of them very severe, I considered it necessary to recommend the removal of the military prisoners. This was done, and no cases of disease of any importance have been admitted since the prisoners have been in the Garrison Cells, where they still remain. I would strongly recommend that a military prison should be built at Colombo, for the reception of prisoners from all the stations in the island. The Garrison Cells, now n use, will soon have to be given up, and others built, and it would not add greatly to the expense if a sufficient number were built to accommodate all the military prisoners, as men are now only sent to the Garrison Cells when their sentences do not exceed forty-two days' imprisonment. Many additional buildings have been finished and occupied in the course of the year, especially two magnificent blocks of buildings at Colombo. At Galle and Trincomalee also new barracks have been built, and the means of ablution, ventilation, and drainage have been improved. Benham's ranges have also been supplied, for the use of the European troops, at nearly all the stations in the island, and the dry-earth system is extended to all stations. No alterations have taken place in the rations of the troops, which I consider are of good quality and sufficiently varied, nor has there been any change in the clothing of the troops, which appears suited to the climate. The thin flannel shirts which have been issued for the use of the sick in hospital have proved a great comfort, as the thick ones which were formerly issued were unfitted for use in tropical hospitals. I trust that very soon all the hospitals in the island will be supplied with them. The water supply throughout the island is generally good and abundant. At the new hospital on Galle Face, and the new married quarters adjacent, however, it has been found on analysis to be perfectly unfit for use, containing a large amount of animal impurities, which seem to arise from soakage from the lake, which is close by, and into which sewage of all descriptions is put. The water in the new barracks is of excellent quality, and a supply is daily sent down for the use of the quarters and hospital, for the purposes of drinking and cooking. I believe it is in contemplation to lay down pipes to convey pure water from the barracks to the whole of the quarters and hospital. The water also at some of the wells at Trincomalee has been found unfit for use, but there is an ample supply obtainable from those which contain good water. At all stations filters are used.

Of the European troops only five were sent to England invalided, against sixty-one in the previous year; but fifteen were discharged the service at Netley, the majority of whom were invalids of the previous year. Of the Asiatic troops seven only were discharged the service, against fifty-one in the previous year. Diseases of the digestive system were the chief cause of invaliding in the white troops. The proportion constantly sick was considerably lower than in 1871 among the European troops, and much lower among the Asiatic troops. The average sick time to each soldier also was reduced in both classes. The average duration of the cases was slightly increased among the European troops, but considerably reduced among the Asiatic troops. A table given in the report shows a gradually increasing ratio of mortality among the white troops in this command up to thirty-five years, and an excessive death rate between thirty-five and forty.

THE AGGRESSIVE CHINAMAN.

The *New York Times* has the following:—

He has come to stay. There is no longer any possibility of doubt as to his intentions. Ah Sin is permanent. Those Californians who have always been opposed to him, and who have disdainfully held him up to the gaze of the citizens of the Republic as a shallow Pagan whose hold upon our consideration was only temporary, are beginning to despair. The yellow son of the Celestial Empire is getting a firm grasp on civilisation; he begins to feel the independence of his position; he no longer cringes. As the courage and independence of the Celestial increase, as he feels more and more certain that he has established himself on American soil, he discloses characteristics which indisputably prove that he is getting civilised. The Chinaman has not been content with demonstrating his capacity for adopting the noble art of self-defence as it is understood in the West, but he has still further demonstrated his desire to have an intimate practical acquaintance with all the peculiar institutions of that section. In the vicinity of Marysville, Cal., he has blossomed into the full-fledged highwayman. A band of five Chinese, armed to the teeth, and provided with the usual profane and slang vocabulary of the eccentric "road agent" of the Pacific States, recently stopped an innocent emigrant of the Caucasian race and relieved him of a large sum of money. Deeply impressed with this method of securing fortunes as speedy, and, on the whole, reasonably safe, the imitative Pagans have entered industriously upon the business, and will very likely have many successors. There is no denying that they evince quite as much aptitude for this branch of high art as has ever been demonstrated by the more pretentious Caucasian.

These small instances serve to show the Chinaman in a new light and to prove that he is not likely to be much longer content with merely dwelling on the outskirts of our civilisation, but proposes to enter fully into it. He is no more depicted as the cringing barbarian, who suffers all wrong without protest, and mutely accepts his fate, whatever it may be; but as a decided element, and one which must always be taken into account. He is bold and energetic in mining camps and in cities; he crowds the white man aside now and then. The other day the inhabitants of one of the new fashionable quarters of San Francisco discovered, much to their horror, that a Chinese colony was about to spring up in their very midst; that a village of several hundred "heathen," with the accompanying gambling dens, and Joss-houses, would arise directly opposite the mansions of aristocrats, unless the speculators who controlled the land could induce the aforesaid heathen to change their minds. The "Celestial Alderman from the Chinese ward" and the "Americo-Chinese party" in local politics will, perhaps, be among the next announcements; and, in due time, the American citizens of California towns may expect to be met with the demand from Chinaman that Confucius shall be daily read in the pubiic schools.

PUBLIC-HOUSES IN ENGLAND AND JAPAN.—Mr. Cowper-Temple, M.P., while presiding at a meeting at Gosport on the 14th inst., for the purpose of establishing a working men's club in the town, said one of the Japanese Ambassadors who were sent over to enquire into the customs and habits of England, in order that they might report to their Emperor what portion of the English habits and customs might be imitated in Japan, was pleased to find that in every town and village a public-house had been provided. He thought these must be provided by the public for the benefit of the public; and he was much surprised to find that the public-house, instead of being a place necessarily for the good of the public, was much oftener for the good of the private individual who received the public into his house, and, in return, asked them to consume a certain amount of his liquor, whether they were thirsty or not, and to spend a certain sum of money, whether they liked it or not. In Japan, where there was a paternal government, it was likely they would establish houses for the public which would be for the good of the public. They could not do that in this country, but anything of that sort had to be done by private individuals; and one of the objects of the proposed club at Gosport was that it might be a sort of public-house for its members.

THE LATE MR. W. W. KER.—The will, with one codical, dated October 25, 1861, and June 21, 1870, of William Wemyss Ker, late of Singapore, who died on October 14 at Langlands, Clapham-park, was proved on the 26th ult. by John Cook and Henry Minchin Simons, the surviving executors, the personalty being sworn under £50,000. The testator bequeaths to his wife, Mrs. Eliza Catherine Ker, all his furniture and household effects, £1,000, and an annuity of £200, in addition to the provision made for her by marriage settlement; he also leaves her his house, called Langlands, for life. The rest of his property goes to his six children—Isabella, James, Robert, Thomas, Mary, and Henry.

THE *Java Packet*, from Holland to Java, has picked and landed at Batavia a boat's crew of the *Euxine*, which vessel had been destroyed by fire. The boat contained the second mate and eight seamen. They had been reduced to the last extremity of hunger, one of the crew, an Italian, having been killed and eaten by his companions.

THE Eastern and Australian Mail Company's steamer *Somerset* left Singapore on the 15th inst. for Brisbane, with the London mail of the 13th ult.

In the Court of Queen's Bench an action has been brought by Messrs. Sassoon and Co., of Bombay and China, against a firm of underwriters, claiming a sum of £30,000 for a cargo of opium which had been lost in transit from Hong Kong to Ningpo. The claim was disputed, on the ground that the insurance only covered the voyage from Bombay to Hong Kong. The Lord Chief Justice was of opinion that the point should be reserved for the decision of the full Court, and directed that a nominal verdict should be entered for the plaintiffs, subject to future argument.

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, DEC. 21, 1874.

THE TYPHOON AT HONG KONG.

The *Hong Kong Government Gazette* of October 17 publishes a series of reports by the Colonial officials of the damages and loss of life caused by the disastrous typhoon of Sept. 22 and 23, of which the following is a summary. From these documents we can arrive at a more correct comprehension of the nature of the disaster; and the reports reflect great credit on the local government, from Governor Kennedy—whom, we presume, ordered their compilation—to all the officers engaged on them.

Mr. Deane, Superintendent of Police, reports that the bodies of seventeen Europeans and 604 Chinese have been recovered by the police, that over 200 houses have been more or less destroyed, that two steamers were sunk in the harbour, and eight ships were supposed to have been lost, that the destruction of Chinese junks and small boats cannot even be estimated, and that in many cases they went down, crews and all, so that probably the number of bodies recovered does not represent more than one-third of the actual loss of life! No less than forty readings of the barometer were taken at the central station between 7.30 P.M. of the 22nd, and 4.20 A.M. of the 23rd; at the first-named time it stood at 29·50, falling gradually till it reached 28·73 at 2.3 A.M. of the 23rd, even shifting to ·70; after that time it rose slowly.

Mr. Cecil Smith, the Registrar-General, gives the following statement of the mortality among the Chinese:—Drowned: men 419, women 152, boys 93, girls 48, or 712 in all. Killed by falling houses: men 52, women 15, boys 12, girls 5, or 84 in all. Total deaths 796, which is probably not above 33 per cent. of the real loss of life. Of foreigners 14 were known to have been drowned, and 3 killed by falling houses. Thus we have a grand total of 813 deaths registered, the result of this awful calamity.

Mr. Price, Surveyor-General, gives an elaborate report of the damage done to the city and outlying villages, and here we find the true explanation of the vast amount of damage done. That the island, he says, was not many miles distant from the focus of the cyclone is proved not only by the intensity of the wind (of the pressure of which unfortunately we have no record, as the anemometrical register was *swept away*), but by a feature known to exist only within such a focus, namely, the abrupt intervals of calm during the height of the gale. These lulls were instantaneous, often lasting as long as four or five minutes, and alternating with the most violent gusts, equally sudden, the conjoint action of the two became, as it were, that of a battering ram. To these sudden shocks, continued for three hours, buildings finally succumbed that would have withstood the same pressure of the wind had the latter been constant and steady. Kowloong escaped at first, owing to the mountains at the back of it, but was afterwards taken in flank. The Surveyor-General roughly estimates that about four per cent. only of the houses in Victoria escaped injury, *i.e.*, in other words, from 4,000 to 6,000 dwellings were more or less injured. At the height of the storm, though it should then have been low water, the sea was driven back by the wind with such force that it washed over the lower portions of the city; before three A.M. the gasworks were submerged and the city plunged in darkness during the most anxious period. The Praya Wall for about three quarters of a mile has been so broken up that it will have to be entirely rebuilt with new material; and for another mile it has been so seriously damaged that it may also have to be rebuilt. After the sea retired, the magnificent Praya was left in places like a sloping beach, covered with the stones and concrete *debris* of the sea wall, together with wrecks and spars. If the gale had lasted but a few hours longer, some of the large mansions fronting the sea must inevitably have gone, for they were already being undermined by the waves. All the wharves along the Praya have been swept away or otherwise injured, except the P. and O. new jetty and the Hong Kong pier, both *timber structures;* all the granite piers, be it noted, succumbed long before the timber jetties, a point which should not be lost sight of when the work of reconstruction is begun. All the sewer outlets in the Praya wall were destroyed, and the sewage dammed in, and what with the stench thus caused and that from the decomposing bodies, it is a matter for wonder that the health of the colony did not suffer. The Government buildings nearly all suffered to some extent. Government House—with the Law Courts, Lock Hospital, and Public Offices—was the most fortunate. The Civil Hospital, already old and rickety, has been left in so ruined a state as to be no longer habitable. Victoria Gaol has lost part of its roof, and some of its windows, but it is still safe as a prison. Stonecutters' Island Gaol is a heap of ruins; many of its main walls are so cracked and out of the perpendicular that they must be knocked down. The Central Police Barracks, and the various Police Stations have suffered severely; a steam launch and other craft were left stranded on the basement floor of one of them. The General Post-office does not show any external signs of injury, but it has been greatly strained, owing to the weakness of the roof timbers. The six principal markets have been damaged, some in their roofs and some in their walls. The schools seem to have come off, on the whole, with trifling damage, but the police courts have not been so fortunate. The damage to the Harbour-master's office is surprisingly small, considering its position, but the meteorological station has been entirely swept away, instruments and all. The Pokfoolum reservoir had the water lifted out of it in sheets; the gauge basin and outlet pipe were so choked with sand that the water had to be cut off from the city for a day to admit of their being put to rights. If we bear in mind their position, the Victoria Peak buildings have not suffered so severely as might have been expected, though, of course, they are much damaged. Of the other public buildings the Cathedral has fared best. The Presbyterian Church and the Roman Catholic Cathedral were partly unroofed; St. Joseph's Church was laid in ruins, and the pediment of the City Hall was blown over, and completely crushed the front portico of the building. Well may Mr. Price remark that the city presents altogether a truly distressing sight; but the typhoon has not been without its lessons in showing what style of building will best withstand the fury of the wind. The amount of destruction reported in the Government Gardens and amongst the trees on the various roads is most lamentable, especially when we consider the labour and pains bestowed upon them, and the effects of this fearful typhoon will be felt there for many years to come.

Mr. Thomsett, the Harbour-master, has a sad tale to tell He traces the advance of the typhoon, of the approach of which sure indications had been given by the barometer some hours before it burst upon the devoted island. He is of opinion that the casualties to the British and foreign shipping would not have been so great had more of the vessels been provided with heavier anchors, and had cable been veered at an earlier stage of the storm than was apparently done; but the sudden shiftings of the wind, and the simultaneous rise of tide, were doubtless the principal causes of the losses afloat. There was literally no place of safety for junks and small craft; even Stonecutter's Island and Kowloong Bays afforded them no protection. The casualties to junks are as follows:—Twenty-eight sunk, and 612 (including boats) driven on shore, of which 455 are repairable and 157 totally lost; besides these a number of boats are supposed to have been blown out to sea from Stanley and have never been heard of since. The probable number of lives lost from junks and boats is

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put at 672. Casualties of various kinds happened to thirty-three foreign vessels, with crews numbering 874 persons (including passengers in some instances), of whom 672 were saved, and the rest are missing, those lost being nearly all Chinese.

THE JAPANESE MINT.

THE report of the Director of the Japanese Imperial Mint at Osaka for the year ending 31st July has been issued, and we understand that it is the last which Mr. KINDER will issue, as his connection with the Mint is about to terminate. It is probably known to our readers that, when the Japanese Government decided on the establishment of a Mint, they made an engagement with the Oriental Bank Corporation, giving them authority to engage the principal officers and to act as bankers to the Mint in the supply of bullion and other requisites. This agreement terminates in February next, and the Japanese Government have signified their intention not to renew it. That the work has been well done appears to be satisfactorily proved by the certificates of the Assayer of the Royal Mint in London. The coinage has been perfect in weight and standard. The new silver yen of 416 grains has been received in China, the Straits, Java, Siam, &c., on a par with the dollar. Some difficulty has, however, been experienced since the coinage of the new American trade dollar, which weighs 420 grains, and it is under consideration to increase the weight of the Japanese yen. The Japanese Mint has successfully attained its object in producing a satisfactory gold and silver currency, and we must question the wisdom of the Government in severing their connection with the institution through whom this has been achieved. It seems, however, that the Japanese are incapable of appreciating our good old motto of "let well alone." We trust that the future administration of the Mint will be as successful as the past; but the credit of a mint is easily shaken, and once let a base or inferior coin be traced to it, and the whole coinage will be mistrusted. The right of the Japanese to adopt their own views on this, as well as all other similar matters we do not question; but we repeat, the wisdom of such procedure is decidedly adverse, in the long run, to their interests. The bunkum in the American papers with the big heads of the "British removed from the Mint," &c., we can, of course, afford to smile at after the great achievements of General WILLIAMS in the way of finance, on behalf of the Japanese Government. In another column we give a summary of the Director's report, to which we have alluded.

WITH reference to the paragraph which has been going the round of the press about a Chinese prince, speaking English, having arrived on an Educational Mission, it would be as well to state a few facts, which will perhaps settle the question. In the first place, no Chinese prince speaks English, and in the second place no prince could be deputed to represent an educational mission. The Chinese Educational Mission referred to can only mean the *Tung-wen-Kwan*, in Peking known as the Peking University, an institution that has had a very chequered career; or the lately established Board of Education for Chinese Youths in Foreign Languages and Sciences at Shanghai, under whose auspices several Chinese youths have been lately sent to America. The present mission is probably an off-shoot of this latter establishment, the object of which is to promote scientific education for the purpose of developing the actual resources of China without the necessity of employing foreigners. The great stumbling-block which has hitherto presented itself to those Chinese statesmen who wish to introduce foreign appliances into China is the fact that they must at first employ foreigners. This they are unwilling to do. The utter uselessness of English public schools as a means of instruction to Chinese youths needs no demonstration. Physics and the English language are totally neglected in China.

A SHORT time since we called attention to some proposed important reforms in the system of Consular Courts in Egypt, some of which would probably extend to the Consular Courts in the Far East. We learn from a correspondent of *The Times* that the consolidation of the various jurisdictions in Egypt under one judicial system is no longer delayed by the opposition of France and Greece. Those two countries have given their consent to the reform, and the judicial appointments in the new Courts are now being filled up. We are informed that an English Judge of First Instance is required in addition to the English Judge of Appeal already named, and the recommendation to the post is intrusted to the Secretary of State for Foreign Affairs. It is understood that a judge in the event of his not being reappointed at the end of five years will receive one year's salary. The French system of law, with some slight modifications, will be administered, and all proceedings will be conducted in that language.

THE plant and machinery for the proposed new paper mills at Hiogo are ordered for shipment by the Eastern Agency Company, per steamer *Pernambuco*, to leave early in January. Mr. LOCKHART, the engineer who has superintended the construction of the works, proceeds to Hiogo by the same opportunity.

THE new Japanese Minister has arrived in London and taken his temporary residence at the Alexandra Hotel, Hyde Park. His credentials have been sent in to the Foreign-office. The newly-appointed Envoy to Berlin has been received by the Emperor.

WE are glad to notice that H.M.S. *Frolic* has been ordered from Hong Kong to the Sooloo Archipelago. The seizures by the Spanish, which we have lately reported, render it desirable that we were informed what is doing in that quarter.

THE appointment of Mr. WALTER SCOTT as a member of the Legislative Council of the Straits Settlements is gazetted. The appointment of ANDO TARO as Japanese Vice-Consul at Hong Kong has been approved by the QUEEN.

THE MINT AT OSAKA.

The report of the Director of the Imperial Japanese Mint at Osaka for the year ending 31st July, 1874, shows that the amount of gold of standard fineness imported into the Mint during the year was 456,944 ounces troy at ·900 standard, while the total for the previous year was 1,310,296, showing a decrease this year of 853,301 ounces. The gold bullion of various descriptions imported was 225,583 ounces. The amount of silver of standard fineness imported during the year was 2,300,721 ounces, against 2,432,375 in the previous year, the decrease being 131,654 ounces. The silver bullion of various descriptions imported amounted to 555,096 ounces.

During the year 1,724,158 gold yen pieces have been struck of the value of $8,620,801; 156,080 two-yen pieces, of the value of $312,160; and 438,811 one-yen pieces, valued at $438,811; the total being 2,319,049 coins, of the gross value of $9,371,772. The number of silver coins struck was 24,532,529, representing a value of $3,496,584; and the copper coins were 36,012,727, representing a value of $285,313; the grand total being 62,864,305, of the gross value of $13,153,669, showing an increase on the year of 36,713,099 in the number of coins.

There is a marked falling off in gold, which was to be expected, for the rate of exchange has ruled against the advantage of coining gold, and the amount in circulation is deemed sufficient.

The total number of persons employed in the executive department of the Mint was 380, including Japanese officials and operatives. No change has occurred in the Assay-office since the last report. and the business continues to be conducted with the greatest care and ability. The weighing-room now contains ten automatic balances, capable of weighing 100,000 coins per diem.

The gross receipts of the Mint from the commencement of the coinage in 1871 to July 31st, 1874, are estimated at yen 2,158,777.00.

SILVER COINAGE.

On the 17th March the Japanese Government issued the authorisation for the coinage of a new silver one-yen piece of improved design, the weight to be 416 grains troy and the fineness 900, with the value clearly indicated thereon, for the guidance of the foreigners as well as Japanese. A considerable number of these coins have gone into circulation. The Government of the Straits Settlements recognised the new coin as a legal tender, and it was also accepted at other places on the coast of China. But although the Japanese silver yen as then proposed was the precise equivalent of the Hong Kong dollar, the application to his Excellency the Governor of Hong Kong for the Japanese yen to be proclaimed in the colony as a legal tender was, at the instance of the Chamber of Commerce, refused. Strange to say, however, the Canton Government immediately proclaimed the coins for acceptance. The new silver yen has been, so far, well received, but serious objections were raised as to the weight of 416 grains, whilst the trade dollar of America

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weighed 420 grains. The Government have it under consideration how far it may be desirable to assimilate the weight of the Japanese yen with the American trade dollar.

The same difficulty presents itself as appears to have been felt in the United States. The unit of value is the gold dollar in one case and the gold yen in the other, and each country had previously a silver coin of the same nominal value. The "trade dollar" of the United States was authorised by the Coinage Act of Feb. 12th, 1873, and the addition to the designation was doubtless to distinguish it clearly from the previous silver dollar of 412½ grains in weight. "Further, it is designed expressly for export, and has no fixed value as compared with gold. It is in no proper sense a monetary standard or unit of account, and is not included or referred to when the silver coins for home use are spoken of."

From similar reasons the Japanese Government may deem it necessary to increase the weight of the silver coin intended solely for trade purposes amongst those who may find it inconvenient to adopt the gold currency of Japan. The designation, therefore, would no longer be a "yen," but as the weight and fineness in every respect equal the "trade dollar," the same term may be adopted, thereby marking distinctly the increased value over the legal deviation in weight should be one grain only in each direction, and the seignorage or minting charge will probably be reduced to ½ per cent.

The coinage of silver has been chiefly confined to the smaller denominations of subsidiary pieces, which continue to be in demand, and the silver coins already in circulation being equal only to about 41 cents per head of the population, a considerable increase may be looked for.

COPPER COINAGE.

The coinage of copper commenced in December last, and has steadily progressed. It has now reached some thirty-six million pieces; to replace, however, the present coinage of the country will require many years for the production of the required amount, and increased coining power will be necessary to meet this demand.

COST OF MINT.

From the Commissioners' account it appears that the total cost of the Mint establishment from the commencement of the works in 1868 to 31st July, 1874, amounts to $1,960,075.00. This sum includes the original Mint buildings, the additions and enlargements for coinage of copper, the bullion offices, residences for officials, and workmens' barracks, gas works, coke ovens, store, and coal sheds—in fact, all buildings and appliances of whatever kind—machinery imported and manufactured, stores from Europe and Japan, coals, &c., as well as all salaries, wages, and every contingent expense. The appropriation of portions of this sum to capital account and current expenditure presents the usual difficulties—large additions to the machinery having been constructed on the premises, which, with endless other appliances, are, in the accounts referred to included in current expenditure.

The following division does not accord exactly with the Accountant's arrangements, but I consider it a fair approximation of the total under the two headings, viz. :—

Capital account	Yen 1,500,000
Current expenditure to July 31, 1874 ...	460,075
	Yen 1,960,075

For this outlay of 1,500,000 the Government possess a most efficiently-appointed Mint, complete in itself, and capable of producing 300,000 to 400,000 coins of mixed denominations, or $100,000 per diem. Some estimate may be formed of the extent and capacity of the establishment by reference to a statement in the Appendix, showing the superficial area of the principal departments. Of the imported stores included in current expenditure there may be sufficient in stock to supply the requirements of the coming year.

THE GROSS EARNINGS OR RECEIPTS OF THE MINT.

The gross receipts of the Mint from the commencement of the coinage in 1871 to July 31, 1874, are as follows :—

Gold.	
Seignorage premelting and assay fees	Yen 475,636
Silver.	
Seignorage, premelting, and assay fees, and profit on subsidiary coins	1,543,141
Copper.	
Estimated gross profits on copper coinage ...	140,000
	Yen 2,158,777

ESTIMATED ANNUAL EXPENDITURE.

The estimated expenditure for the ensuing year, including salaries, wages, stores, coals, &c., may be taken as follows :—

Directors' Department.	
Pay of European officials, 36 Japanese sub-officials and cadets, and 331 operatives ...	Yen 102,540
Probable value of stores, coals, crucibles, stationery, &c.	51,000
Commissioners' Department.	
Pay of 16 officials and 108 sub-officials and servants	62,000
Total ...	Yen 215,540

The above figures are of course subject to some variation, as much will depend on the actual operations of the Mint; and as the employés become more thoroughly acquainted with the duties, superfluous and indifferent men may be dispensed with and the expenses decreased.

With reference to the expenses of the Director's Department it must be borne in mind that the great distance from supplies and the necessity for the means being at hand to replace worn-out apparatus or injured machinery render many adjuncts imperative, which would not be required elsewhere. Not only are the engineers' workshops, smithy, &c., on a large scale, but a foundry had to be erected.

Copper, which in any other Mint would be received in a state suitable for coinage, has here to be refined. The production of coke, gas, and other requirements tend to swell the number of the Mint operatives. Again, attention should be directed to the large number of coins produced, for this is the chief test to enable a fair estimate to be formed as to the capabilities of a Mint. The value of the out-turn is no indication of the labour and attendant expenditure as the trouble and cost of striking a copper rin (1,000 pieces being equal to one yen) is nearly the same as would be the case in producing a gold coin of similar dimensions. It would be found that the expenditure compares favourably with any similar establishment where a like out-turn in number of coins is produced.

THE CONSULAR REPORTS ON THE TRADE OF CHINA.

(Continued from our last.)

FOOCHOW.

Mr. Consul Sinclair reports the receipts at the Maritime Customs from foreign trade amount to Tls. 1,658,530, or £497,559 2s. 11d., as against Tls. 1,861,208, or £538,362 11s. 11d. in 1872. There is, consequently, a falling off of £60,803 9s. in the trade of the year.

With regard to the opium trade Mr. Sinclair says :—

The chief feature to remark upon is a falling-off in the consumption of Patna, a reason for which is gathered from native sources to be owing to China-grown drug having been in more general supply, roughly estimated at about 1,700 piculs, against 1,000 piculs in the year 1872, as last spring was much milder than 1872, and consequently more favourable for the cultivation of the poppy. The cost is said to be about from $300 to $310 per picul, but only very small quantities are taken at one time, and probably thereby a le-kin tax is saved. The quality of the drug is, however, rather too thin; it is found necessary, in order to meet the native taste, to mix fully one-half of Indian growth to furnish sufficient pungency. Persian appears to have been driven out of the field as far as this port is concerned. The following are the places where the poppy is said to be cultivated for the manufacture of opium (the two first-named places are the most important in this respect):—Suz gan Heen, in the department of Wan-chow-foo, in the adjoining province of Chekiang, on the borders of the Fokien province; Tung-nan Heen, in the department of Tai-chow-foo, in the adjoining province of Chekiang; and in Tai-ping Heen, in this province.

Of the import of cotton goods he writes :—

The trade in piece-goods remains in a very unsatisfactory state. Were it not that it occasionally answers the purpose of foreign merchants to get up shirtings from Hong Kong to lay down funds in Foo-chow, or in order to relieve an over-stocked market in the south, there is little doubt but that the business would be entirely in the hands of the native dealers. One of the chief reasons why no effort has been made to keep the trade alive, is the fact of the unsound conditions on which business is done. Buyers are allowed to take delivery of the goods with a credit of seventy days, no bargain-money being lodged, and a very doubtful pledge given that the money will ultimately be paid. The buyers are able to sell off the goods and with the proceeds to speculate in other goods which they get up from Hong Kong, out of which, when sold, the British merchant gets paid the price of his goods at the end of the seventy days. But it will sometimes happen that the native dealer has not been successful in his speculations and that he is unable to fulfil his engagements towards the foreign importer; hence a loss arises which may, in some cases, neutralise the profits on the sales for a whole year. The compradores are supposed to be responsible for bad debts, and consequently, as the trade is so risky, they are not disposed to push it. As a convenience to themselves, dealers will buy on this market, but it is doubted whether sellers get the equivalent of Hong Kong rates, the extra expense, loss in interest, and risk considered. It is generally supposed, however, that native dealers are able to buy goods where there is a larger and more varied assortment, and lay them down cheaper than the English importer is able to sell them. There is, therefore, but little encouragement to the British merchant to give his attention to the imports in cottons and woollens, it being a business that gives trouble and causes anxiety.

AMOY.

Consul Pedder reports a decline in the value of the trade for the year, which may be accounted for partly by the values in currency being converted into sterling at a lower rate of exchange, and partly by an increase in the clandestine receipts of imports landed at other places for transmission into this district, in order to evade the excessive le-kin duties. Shipping shows a decrease of thirty-nine vessels in the total number entered and cleared, but an increase of nearly 10,000 tons in the aggregate tonnage, which amounted to 505,310 tons. Imports show an increase in a few items, of which the following are most worthy of note:—

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Cotton yarn was imported to an amount of about 514,000 lbs. over the weight received in the previous year. Cotton piece goods show an increase in plain cloths of about 13,000 pieces. Raw cotton from India shows an increase of more than 700,000 lbs. weight, and there was an increased importation of nearly 800,000 lbs. weight of native cotton from the north of China. Rice was imported to nearly double the quantity received in the preceding year. Japan supplied nearly 118,000,000 lbs. of the total quantity imported: and the transportation of this article from that country to this place afforded profitable employment to many of the large British steamers which trade from England to China *via* the Suez Canal. Bean-cake from the north of China shows an increase of nearly 12,300,000 lbs. weight above the quantity received in the previous year.

In exports the most noticeable fact is a decrease in the quantity of tea sent away, the decrease in exports and re-exports of this article amounting to about 2,000,000 lbs. as compared with the quantity shipped in the preceding season. The falling off is attributed to the low prices ruling in foreign markets checking speculation here.

SWATOW.

Mr. Acting Consul Forest reports that the entire trade of the port in foreign bottoms in 1873, when compared with that of 1872, shows a falling off to the amount of £143,740. This decrease is entirely in the import of native produce and goods, such as beancake, rice, and Chinese manufactured articles, and that, in spite of this decrease, the trade still compares very favourably with that of any of the three years previous to 1872. Imports of foreign goods show a net increase of £551,000, and exports a net increase of £397,516. The prosperity of the port is therefore still on the increase, and the falling off in native imports may be considered a fortunate omen, as indicating a return of wealth to the inhabitants, who heretofore have been compelled, by floods and droughts, to expend their means in obtaining rice from other parts of China and from foreign countries.

The gross trade in foreign ships in 1873, as taken from the Customs' Returns, amounts in value to a sum of £5,161,644; the direct trade amounting to the sum of £2,566,432, and the indirect to £2,595,212. A most satisfactory increase is to be observed in most articles of British manufactured goods. This is attributable to the good harvests of last year, the absence of floods, and the general peaceful condition of the inhabitants of this circuit, who are beginning to find out that it is far more profitable to develop the resources of their territory than to indulge in universal fighting, which, until lately was their usual method of spending their time.

The gross value of the export trade in 1873 amounted to £1,751,915, as against £1,366,421 in 1872, showing an increase of £385,494.

CANTON.

Sir Brooke Robertson reports that the value of the trade for 1873 was £7,475,839, as against £9,030,031 in 1872, showing a falling off of £1,554,191. Remarking upon this, the report says:—

It must be taken into account that never within the memory of those engaged in the China trade has so much depression existed both in China and in England as during the past twelve months; various causes have contributed to this, not the least among which has been the stagnation of the home market and the high prices paid for tea and silk in China, and the two combined have been as disastrous to foreign trade as a war would be, and probably more so. But we must look a little further than this for failure, and perhaps it will be found in the altered state of commercial relations. For the past ten years a trade which was in the hands of the few has drifted into those of the many. Formerly capital was an essential element of commerce, now it is not, for the banks replace it by advancements on shipments, the result being that trade is thrown open to all comers, competition follows, and with it high prices in China, and an over-stocked market at home; such being some of the evils attending an unsound system.

The export of tea for the year was 87,555 piculs, against 110,288 piculs in 1872, or 11,714,101 lbs., against 14,705,052 lbs., or 2,990,951 lbs. less in 1873.

Of the import of opium the report continues:—

It is difficult to say what amount of opium is taken by this province, for no article is so largely smuggled from the British colony of Hong Kong, the facilities for that purpose being great, and the Chinese such adepts at it. A coast line of its entire length, studded with creeks, bay, and rivers, towns, and villages, with a hardy maritime population, an imperfect Customs service, except at Canton, the capital, which is situated ninety miles inland, and at the port of Swatow, afford opportunities for evading the duties, which are taken advantage of to their fullest extent. Within the last few years stations have been established on the mainland, in the neighbourhood of Hong Kong, and steam cruisers are employed in stopping and searching suspicious junks leaving the colony; but their seizures are insignificant, and they are too few in number to effect much in checking the contraband trade, which flourishes to an extent scarcely credible.

On piece goods:—

None are imported by foreigners; but that the trade in them is large, being brought from Hong Kong by Chinese, ample evidence is afforded by the shops in this rich and populous city, independently of the people, who are clothed to some extent in foreign manufactured cloth; but great complaints may be heard of the inferiority of these goods of late years, and there can be no question that such has seriously militated against what might have developed into an unlimited importation; and whilst the Chinese Government is denounced as being inimical to foreign trade, and throwing obstacles of all kinds in the way of this development, we, on our part, are doing our best to ruin it, and then lay the blame upon others. The Chinese are, themselves, large manufacturers, but their cotton fabrics are heavy, uneven in thread, and wanting in finish, but durable; they cannot, therefore, compete with us in quality or price, and until the practice set in of weighing our piece goods with clays, and facing them with size to cover deficiency in material and quality, there was every prospect of our supplying a large proportion of the population of China with clothing; for, giving a sound and cheap article, no Chinaman would be moved by patriotic instincts to support home manufactures by clothing himself with home-made cotton fabrics, if he can get the foreign article cheaper; but this he will do if he finds the latter worthless—thus showing that, after all, honesty is the best policy.

PACIFIC MAIL COMPANY.

(*New York Times*, Dec. 4.)

The differences and bickerings which have for some time past existed among the directors of the Pacific Mail Steamship Company culminated yesterday in the resignation by Mr. Russell Sage of his position as President and director of the company.

The following is Mr. Sage's letter of resignation:—

"To the Board of Directors of the Pacific Mail Steamship Company.

"New York, Dec. 3, 1874.

"Gentlemen,—My duties and engagements elsewhere are so pressing that I have not the time to devote to the labours of the office of President and director in your company. I, therefore, resign the same. The mission of the Pacific Mail Steamship Company is a noble one, and if its management is a wise and economical one it should ensure success. That this may be its future history is the sincere desire of your obedient servant, "RUSSELL SAGE."

The resignation was accepted, and Mr. William H. Guion assumed the duties of the office as President *pro tem.* The following circular was subsequently issued:—

"Office of the Pacific Mail Steamship Company, Nos. 59 and 61, Wall-street, New York, Dec. 3, 1874.

"A full report of the condition of this company is being prepared, and will be ready for the stockholders within ten days from date. This report will give a list of liabilities of the company and assets, names of the steamers built and launched since the last annual statement, and amounts they cost. Also payments made on the three steamers contracted for. Meanwhile I state, with the full concurrence of the Board of Directors, that the statements which have recently appeared in the public prints as to the liabilities of the company are incorrect. "RUFUS HATCH, Managing Director.

"Attest—THEODORE T. JOHNSON, Secretary."

INTERVIEW WITH MR. SAGE.

A reporter of the *Times* had an interview last evening with Mr. Sage in regard to his resignation. Mr. Sage said that, under the circumstances, he naturally felt some delicacy in saying much in reference to the affair. He was free to say, however, that he had for a long time been utterly dissatisfied with the manner in which the affairs of the company were being administered, but, notwithstanding, he felt that he was powerless to remedy the evils he witnessed. Consequently he had determined to resign. He had not fully made up his mind on the subject until Sunday last, when the managing director made a clean breast of it, and revealed to him the actual condition of the company. Until he received that communication from Mr. Hatch, it had been his belief that the statements published in the newspapers about the company's financial affairs were at least exaggerated, but he found that he was entirely mistaken, and that things were not only as bad as represented, but much worse. As an instance, he would mention the fact that the bank account at San Francisco had been overdrawn to the extent of $176,000. That fact had been kept studiously concealed. He (Mr. Sage) also ascertained that the assets of the company had been grossly over-estimated, and the liabilities correspondingly depreciated. Under these circumstances he deemed that the best course for him to pursue was to dissolve his connection with the company.

In reference to the sum alleged to have been expended as a corruption fund, to procure the subsidy from Congress, Mr. Sage declined to give any specific information beyond the statement that the cheques made out by Irwin covered some three-quarter million dollars.

Finally Mr. Sage said that with such a change in the affairs of the company as would ensure economy and good management, the concern ought to have a bright future. At present it was being badly managed, and was losing money. The most pressing thing at the moment was a proper arrangement with the Pacific Railroads, which would put an end to the present ruinous competition. He had done his best to bring about amicable relations between the Pacific Mail and the Pacific Roads, but all his efforts in that direction had been deliberately thwarted. The charge that he had been in the habit of "Bearing" the stock Mr. Sage emphatically denied.

The allegation in a morning paper that the proceeds of the 6,000 shares sold by the company a few days since had been devoted to the discharge of the indebtedness of the corporation to him (Mr. Sage) was untrue. The Pacific Mail Company was still in his debt to the amount of $125,000.

INTERVIEW WITH MR. W. H. GUION.

To a *Times* reporter who called upon him last evening Mr. William H. Guion stated that no president of the company has yet been elected to take the chair of Mr. Russell Sage. He (Mr. Guion) is not the President, and it is scarcely likely that he will be. When the Vice-President went to Europe last May the directors elected what he called a "President *pro tem.*" who, in case of death or resignation of Mr. Sage, would act as President during the interregnum thus created, and until the election of another President. Mr. Guion was elected "President *pro tem.*" in May, and he is now Acting President; but when the Board of Directors will go into the election of a regular President was more than he could or would tell. The cause of Mr. Russell Sage's resignation (Mr. Guion said) was his inability to get along harmoniously with

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a majority of the other directors, with whom he had some difficulties that were constantly recurring at the meetings of the board; and it was in the hope of restoring some sort of harmony in the Company that he concluded "to step down and out." Mr. Sage's letter of resignation would not state the nature of those troubles, and Mr. Guion was decidedly averse to saying anything whatever, either on that point or on the financial or other affairs of the Company.

FORMATION OF THE OPPOSITION LINE.

Vice-President Collis P. Huntington, of the Pacific Railroad, received the following despatch from San Francisco concerning the establishment of a steamship line on the Pacific Ocean:—"The Occidental and Orient Steamship Company of San Francisco on Monday filed an act of incorporation. The directors are Leland Stanford, Charles Crocker, David D. Colton, Lloyd Tevis, and Mark Hopkins. The capital is $10,000,000, in 100,000 shares of $100 each." Mr. Huntington said to some New York reporters that the new company would organise temporarily by the election of David D. Colton as president. After the details of organisation had been effected there might be a change in the presidency, but that would rest with the stockholders. The company had not yet secured the requisite steamers, but had the option of thirty vessels from various owners. They would require several at the start. and would increase them as occasion required. The vessels would ply between San Francisco, Hong Kong, and Yokohama, and would carry the bulk of the railroad freight. The Pacific Railroads had no official representation in the new company, but the several corporations would work in harmony. Being asked if the new company was an opposition to Pacific Mail, Mr. Huntington said that no such statement appeared in his despatch. The new company was not an opposition to anything, but was intended to carry freight and passengers, and would do it in a manner best adapted to promote their interests and increase their business.

THE WESTERN CHINA SURVEY.

The following circular has been issued to merchants and others at Rangoon by Colonel Duncan, on behalf of the Chief Commissioner:—

I am desired to inform you that his Excellency the Viceroy and Governor-General in Council has resolved to send an expedition from British Burma to Yunan to explore the trade routes between Burma and Western China, and to report generally upon the commercial prospects of those countries.

2. The expedition will be under the leadership of Colonel Horace Brown, and will consist of himself and three selected officers. They will proceed probably towards the end of December, *via* Bhamo to Talifoo and Yunan.

3. The object of the mission is to explore trade routes, to ascertain the difficulties that exist in the way of opening up the old trade routes, and how the routes could be improved, and to report upon the best means of transport, the burdens to which trade is subject, the measures which it may be practicable to adopt for the protection of trade and the agency through which it would appear most advisable that trade should be carried on.

4. The members of the mission will also obtain as much information as possible regarding the conditions, resources, history, geography, and trade of the territories through which they may pass.

5. Should there be any special points which you are of opinion should be investigated by the mission in the interests of trade and commerce, the Chief Commissioner will be glad, if possible, to add these to the subjects which will have the attention of the expedition.

Naval and Military.

The following officers, who last served on the China station, have been appointed as under:—Lieutenant G. A. Primrose (in the Elk in 1872 and 1873), to the Excellent, gunnery-ship at Portsmouth; Lieutenant S. B. Roupell (in the Thistle from 1870 to 1873), to the Excellent; Navigating-Lieutenant G. A. Broad (in the Juno from 1871 to 1873), to the Valorous frigate, at Devonport; Gunner James Barry (in the Ringdove from 1868 to 1873), to the Hydra, turret-ship at Devonport; Gunner George Palmer (in the Princess Charlotte from 1870 to 1873), to the Impregnable, training-ship for boys at Devonport; Gunner John Richardson (in the Leven from 1871 to 1873), to the Favourite, coastguard ship at Queensferry; Boatswain John Kent (in the Cadmus from 1871 to 1874), to the Asia, flagship of the Admiral-Superintendent at Portsmouth.

The vessels on the China station which will have completed three years' service during the coming year are the Thalia, corvette, commissioned March, 1872; and the Mosquito, gunboat, commissioned October, 1872. The undermentioned vessels, which have exceeded their commissions of three years, are still without orders for home:—Avon, gunvessel, commissioned July, 1871; Dwarf, gunvessel, commissioned July, 1871; and Hornet, gunvessel, commissioned November, 1871.

Assistant-Controller Purkis, who has been on leave since his return home from China, succeeds Assistant-Controller Nagle at Devonport Gun Wharf. Assistant Controller Gibbons has been appointed to Portsmouth Gun Wharf, on return from Nova Scotia, vice Assistant-Controller Molony, who left England recently for Hong Kong, to take up the duties of Principal Control officer in the China command.

Colonel H. A. Sarel, C.B., has been appointed assistant-adjutant-general at Dover, vice Colonel A. M. McDonald. Colonel Sarel served with the 9th Lancers during the Punjaub campaign of 1848-49, also throughout the Indian Mutiny of 1857-9, and he acted on the staff of Sir Hope Grant in China, in 1860 (brevet of lieutenant-colonel, medal with two clasps for the Taku Forts and Peking).

Staff-surgeon William J. Wilson, M.D., whose death we have already announced, entered the navy in 1846. He was advanced to staff surgeon on Dec. 2, 1868, and was appointed, Sept. 28, 1870, to the Iron Duke, 14, Capt. E. H. G. Lambert, on particular service, and subsequently commanded by Captain William Arthur, and flagship at China of Vice-Admiral C. F. A. Shadwell, C.B.

Brevet-major O'Shaughnessy, of the first battalion of the 12th Regiment, is to serve for a short extra period on the staff in China, and is expected to return to England about the end of 1875. He left Aldershot for Hong Kong in 1869, and has been employed on the staff ever since.

Lieut. Stewart Polkinghorne, of the Royal Marines, has been invalided from Japan, and, having disembarked at Gosport, has been granted four months' leave of absence for the benefit of his health.

Lieutenant Warton, of the 10th Foot, is under orders to return home from Singapore to relieve Lieutenant Holme at the depot at Colchester.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.

AMSTERDAM, DEC. 16.

The Parliamentary campaign is approaching its end. It is probable that the Budget debate will be concluded this week. The Budgets of Foreign Affairs, Justice, and Home Affairs have been carried, and also that of the Financial Department. The Minister de Willebois had some hard nuts to crack with reference to the Naval Budget. But all's well that ends well. The Budget of this Minister was carried by a large majority. The main question was the salaries of naval officers, and the theme of the Liberals was that the Minister intended to give in some cases too much, in others too little. The opposition against the Minister was, however, futile. The debate opened with a most curious attack of Mr. Fabius against the liberality in our system of punishment, and he urged that corporal punishments should be re-introduced. This was, according to his opinion, much to be preferred to our present system of punishments. Mr. Nierstrasz supported this idea, but the Minister was wise enough to refuse to grant the request. He also declined to agree with the complaint that our blockade squadron in Java was insufficient. The defence of the Minister was, on the whole, very poor, and I must indeed regret that our eloquent members of the Second Chamber chose him as their victim. The struggle against the Minister of the Financial Department had an exceptional character. This was a question of principles. Till now it has been usual that those who keep the key of our Treasury should so value the national income that there should always be a favourable balance. Mr. Van der Heim is of opinion that this is unnecessary, and he has changed the system. Some members were afraid that this was not quite secure; it was, they demonstrated, better to have a more or less considerable surplus than that revenue and expenses should balance. The state of our finances, it was asserted, was so favourable because we had always applied that rule prescribed by prudence. And there was even such an enormous opposition against the project to throw this custom overboard, that the Minister will perhaps have to choose between his plan and his portfolio. Of more importance still was the debate about our Education law. It was laid before the members of Parliament by Mr. Thorbecke in 1857, and carried after a very sharp debate. In that year it was a gigantic step forward in the Liberal path, but since that year scarcely anything has been done to introduce improvements. Instead of going gradually forward we took the way of the lobster, and the consequence, of course, is that our instruction system requires much improvement. Our Liberals, however, are afraid to touch that law, because they are quite convinced that they would lose ground if they even dared to try to alter it. The opinion that our Minister of the War Department would fail to carry his budget is now changed. He will, it is believed, obtain a small majority.

A rumour is circulating here that a Dutch-American Bank will be established in this town. This is the only thing which was wanted. Our capitalists, both large and small, have made such a profitable business with shares of American railways that they will be quite ready to subscribe the necessary capital for this Bank. The lull at the Bourse still prevails; transactions are of no importance. Money is rather abundant, but some failures—amongst others, that of Schaaf and Suur with liabilities of fcs. 700,000—made a miserable impression. A good demand has prevailed on the Exchange for shares of the East India Trading Bank. The price went up from 98 to 103 per cent. in consequence of the rumour that this year had been very profitable, so that a good dividend will be paid.

A letter has been sent anonymously to the address of General Knoop. It is an *acte d'accusation* against General Van Swieten, who is said to be destitute of energy and tact. The author (who signs himself "Brutus") says that there is no other plausible reason why the Commander-in-Chief repeatedly stopped the military operations than that he was an optimist *pur sang*, and thought that the foe would quietly submit. In this expectation most valuable time was sacrificed, and when the belief was not realised, it was too late, as the Atchinese had taken positions around the Kraton. If General Van Swieten had acted more energetically, then, most certainly, the second expedition would not have been only a half success.

The members of the First Chamber will meet on the 17th inst., for the despatch of business. It is, however, very doubtful whether we shall be ready with the several Budgets before the 1st of January, as it is prescribed by the Constitution.

As a curiosity, I may mention that the daughter of Professor Opzoomer, only sixteen years old, has written a tragedy in the German language which is generally highly spoken of.

I regret to record the death of Mr. J. W. Smissaert, a gentleman well known in East India circles. He died at the Hague.

COMMERCIAL.

Our market for Colonial Produce is of course badly influenced by the very advanced season. There is only some demand for direct consumption, and prices are with difficulty maintained. Even the public auctions have not given a satisfactory result. The only article which has met with any demand has been Arrack, of which about 250 casks

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ex Voorlichter and Grondwet changed hands at fcs. 244 to fcs. 246. The imports have been of no importance. The only vessel which has arrived has been the steamer Koning der Nederlanden. The Prins Hendrik has started for Java.

The weather is horrible; rainy and stormy, but, perhaps, this is the precursor of a welcome frost.

SHIPPING.

PASSENGERS OUTWARD.—For Java, per steamer Holland: Mrs. Dil and family, Mr. J. J. H. Stolte, Miss C. Tjebbes, Mrs. B. S. J. de Heus, Messrs. M. T. Hagerman, T. C. H. Cramer, J. J. Cuijlen, Mrs. C. van der Weijde, Miss H. Sassen, Messrs. C. Lok, W. C. Veenstra, H. E. C. van Krieken, Mrs. C. S. W. Sterk, Mrs. T. S. van Erp Taalman Kip, geb. Groesbeek, Messrs. W. Buurman, A. M. Overeijnder, R. J. A. Bouricius, P. Veen, G. Plantema, J. A. W. van Ophuijzen, N. Veldhuijs, Miss Meijer Cluwen, Messrs. Rompees, Brondees, J. Muller, P. Evans, Miss Huguenin.

PASSENGERS INWARD.—Per Nederland Company's steamer Koning der Nederlanden: From Batavia to Nieuw Diep, Mr. C. Hoffmann, Mr. T. Haremaker, Mr. T. A. Sonnenberg, Mr. T. Pichet, Mr. A. A. Grondhout, Mr. F. Rigail Certon, Mrs. de Hart, Mr. and Mrs. Canters, Mr. and Mrs. Willink, Mr. and Mrs. Bruyns, Mr. and Mrs. A. van Aardenne, Mrs. Rinchon, Mr. and Mrs. van der Linde, Mr. and Mrs. P. L. van Bloemen Waarders, Mrs. Lammers van Poorenburg, Mr. A. Klaarenbeek, Mr. and Mrs. V. L. Reuter, Mr. W. A. Engelbrecht, Mr. F. de Lanoy. Mr. H. J. Coster, Mr. T. W. Kayser, Mr. M. Wessels, Mr. P. W. Timmermans, Mr. C. Loonen, Mr. C. P. T. W. Osterloh, Mr. H. H. Hora Siccama, Mr. L. T. A. Deyll, Mr. A. van Hengel, Mr. T. G. Snethlage, Mr. T. H. L. J. Sweets de Landas Wyborgh, Mr. L. Ebeling, Messrs. T. and A. Odenthal, Mr. and Mrs. Verdoes and child, Mr. and Mrs. Sap and child, and Mr. de Ridder.

Monetary and Commercial.

Tenders for £550,000 in bills on India were received at the Bank of England on the 16th inst. The amounts allotted were—To Calcutta, £276,000; to Bombay, £220,000; and to Madras, £54,000. Tenders on Calcutta and Madras at 1s. 10d. will receive about 52 per cent., above in full; and on Bombay at that price about 46 per cent., above in full. There is a further reduction in the demand for remittances apparent in these figures.

The directors of the Anglo-American Telegraph Company have resolved to pay the usual interim dividend of 1¼ per cent., free of income tax, for the quarter ending the 31st inst.

The meeting of the Ceylon Company (Limited) was held on the 15th inst., when the report, which recommended the payment of an interim dividend at the rate of four per cent. per annum, was adopted.

The directors of the National Bank of New Zealand have resolved to pay on the 4th of January an interim dividend at the rate of 6 per cent. per annum for the six months ending 30th September last.

The Bank of Constantinople announce that the *ad interim* dividend of 6 per cent. per annum for the year ending December 31 next will be payable on and after the 1st prox.

The half-yearly dividend on the Japan Seven per Cent. Loan (1873), due on the 1st of January, is announced for payment by the Oriental Bank.

Mr. James Findlay, of Greenock, has issued a circular stating that, in consequence of the embarrassments of the firm of Findlay, Wade, and Co., of Shanghai, of which he is a partner, he is under the necessity of calling a meeting of his creditors.

In the Court of Chancery Vice-Chancellor Sir Richard Malins has given his sanction to a triple currency funding scheme of arrangement entered into by the firm of Bowles, Brothers, and Co., now in course of reconstruction, with the creditors of the Joint National Agency (Limited).

The demand for Bar Silver for India has declined, in consequence of large shipments forwarded on German account. Orders for Spain and elsewhere are also very limited, and the price has therefore declined, transactions having taken place at 57½d. per oz., the lowest price on record. There is less demand for Mexican Dollars. A few sales have taken place at 56¼d. per oz., but this price will not be maintained for the large amounts now on the market by the French and West India steamers, which have brought about £180,000.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Dec.10	Mandalay (s.)	—	Rangoon	Liverpool
11	Burmese (s.)	Lark	Colombo, &c.	London
13	Rotterdam	Dik	Java	Brouwershaven
11	Hannibal	Brown	Bassein	Falmouth
	Helena	Snow	Ilo Ilo	New York
13	Forward Ho	Wade	Foochow	London
12	Kg. der Nederldn. (s.)	—	Java	Texel
12	Clara	Middleton	Colombo, &c.	London
12	Orchis (s.)	Lucas	Do.	Do.
Nov29	Queen of the Seas	Haverson	Cheribon	Boston
Dec.16	Ionia (s.)	Jeffrey	Java, via Marseilles	Off the Mother-bank
16	Faith	Lloyd	Whampoa	London

DEPARTURES.

Date.	Ship.	Captain.	For	From
Dec.—	Nicoline	—	River Amoor	Cronstadt
10	Glencora	Mitchell	Singapore	Cardiff
10	Sapphire	Berry	Batavia	Do.
10	Thornaby (s.)	Blakie	Yokohama	Do.
10	Victoria	Briscoe	Do.	Do.
13	Harrington (s.)	McOutrey	Java	Southampton
Nov. 9	Eliz. Dougall	White	Hong Kong	Portland, O.
26	Jas. Coudle	Alexander	Yokohama	New York
Dec.11	Ben Ledi (s.)	Buchanan	Penang, Sing., & China	London
11	Ousuri	Osborn	Tientsin, &c.	Do.
Nov27	W. Pendleton	Pendleton	Batavia	Boston
Dec.13	Robert Hendrikus	Hageraats	Do.	Falmouth*
12	Colombo (s.)	Burkett	Colombo, &c.	London
11	Staadraad v. Ewyck	Backer	Java	Glasgow
	Walter Siegfried	—	River Amoor	Cronstadt
12	Lady Lisgar	Hughes	Singapore	Cardiff
12	Livingstone	Popp	Hong Kong	Do.
12	Florentine	Jones	Yokohama	Do.
11	Catharina	Clausen	Hiogo	Cuxhaven
11	Feiga	Christiansen	Nicolajefsk	Do.
11	George	Segelken	Hong Kong	Bremerhaven
16	Prins Hendrick (s.)	Braat	Java	Southampton
13	Aurorita	Dizee	Galle	Swansea
13	M. D. Rucker	Ahrens	Do.	Do.
11	Caphorn	Green	Hong Kong	Do.
12	Wm. McKinnon (s.)	—	Java	Glasgow
15	Helena	Insker	Anjer Point	Newport
15	Luiga C.	Lavioso	Singapore	Cardiff
15	Villa Franca	—	Manila	Penarth
14	Sophie	Jones	Hong Kong	Antwerp
14	Saturnus	Wulff	Shanghai	Cuxhaven
	Adelina & Marrianne	Dahl	Batavia	Buenos Ayres

* After repairing.

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, Yokohama, and Hiogo: Swatow. For Yokohama, Hiogo, and Nagasaki: Pernambuco. For Penang, Singapore, Hong Kong, and Shanghai: Bengal, Lotus. For Singapore, Hong Kong, and Shanghai: Glamis Castle, Glenartney. For Colombo, &c.: St. Lawrence, Duke of Devonshire.

SAILING VESSELS.—For Yokohama: Oleander. For Yokohama and Hiogo: Satsuma. For Vladewostock and Nicolajefsk: Rowena. For Nicolajefsk: Genetiv. For Hong Kong: Balgownie, Min. For Shanghai: Scindia, Forward Ho. For Penang: Zehlina. For Singapore: Edeline. For Colombo: Lucknow, Queensbury.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai: Patroclus (str.), Diomed (str.). For Singapore and Manila: Buena Ventura (str.). For Batavia and Sourabaya: Wein Holenfelde. For Batavia: Sophia R. Luhrs. For Anjer: Truth.

At GLASGOW.—For Singapore (via Port Glasgow): Rosa (str.).

At GREENOCK.—For Singapore: Comete.

SPOKEN.

STRANGER, for Batavia, Oct. 14, 40 N., 13 W.
FERMEZA, from Singapore, Sept. 11, 29 S., 4 E.
SOPHIA, Cardiff to Galle, Oct. 27.
TENNESSEE, Java to Rotterdam, Sept. 21, off the Cape.
WATERLOO, Batavia to Amsterdam, Oct. 31, 25 S., 59 E.
CALIFORNIA, Cardiff to Galle, Oct. 19, 39 S., 27 E.
MYSTIC BELLE, New York to Java, Oct. 23, 40 S., 31 E
ALHAMBRA, Manila to New York, Oct. 11, 28 S., 58 E.
MONARCH, Cardiff to Galle, Sept. 10, 24 S., 35 W. [5 N., 24 W.
7,408 (Marryat's code), showing No. 3 under P., Ams. to Bat., Nov. 2,
ANTIPODES, Ilo Ilo to Falmouth, Sept. 8, in Gilolo Straits.
KAISOW, Shanghai to London, Nov. 17, 21 S., 2 W.
COPERNICUS, Samarang to Middleburg, Nov. 20, 23 S., 3 W.
KENDRICK FISH, Liverpool to Singapore, Oct. 26, 7 N., 25 W.
Q.C.P.H. (Dut. ship), Samarang to Rotterdam, Dec. 3, 13 S., 27 W.
EASTERN PROVINCE, for Anjer, Nov. 29, 6 N., 26 W.
LANDSEER, Glasgow to Sourabaya, Dec. 1, 13 N., 27 W.

FREIGHTS AND CHARTERS.

Berth rates of freight to the Eastern ports are firm for sailing vessels, but for steamers there is little or no enquiry. Homewards there is not much business doing.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 55s. weight or meast. To Hiogo: 60s. weight or meast. To Nagasaki: 65s. weight or meast. To Shanghai: 50s. weight, 40s. meast. To Hong Kong: 50s. weight, 40s. meast. To Singapore: 50s. weight, 40s. meast. To Penang: 50s. weight, 40s. meast. To Colombo: 40s. weight or meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 35s. meast. To Hiogo: 45s. weight, 40s. meast. To Shanghai: 40s. weight, 25s. meast. To Chefoo, Tientsin, or Newchwang: 50s. weight, 45s. meast. To Hong Kong: 35s. weight, 25s. meast. To Singapore: 27s. 6d. weight, 25s. meast. To Colombo: 25s. weight or meast. To Penang: 30s. weight or meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Singapore: £25. To Penang: £25, f.c. To Batavia and Sourabaya: £28. To Galle: £23.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. to 38s. To Hong Kong: 31s. To Shanghai: 35s. To Singapore: 25s. To Colombo: 23s. to 24s. To Galle: 22s. to 23s. To Manila: 25s. to 26s.

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From Birkenhead, per ton.—To Hong Kong: 22s. To Shanghai: 27s. 6d. To Singapore: 19s.

CASUALTIES.

Portsmouth, Dec. 10.—The State of Virginia (str.), Moodie, from London, to Singapore and China, has put into Spithead, with condensing pipes out of order, and left again on the 18th.

We learn by telegram from Hong Kong that the steamer Mongol, belonging to the London, China, and New York Steamship Company, went down off the Nine Pin, master and fifteen hands lost; she left Hong Kong on the 11th inst., with a general cargo, for Yokohama.

The Burmese (str.), jettisoned 287 casks and barrels coffee and ten or twelve tons coir.

The Glenisla, Watts, London to Penang, lost an anchor and sixty fathoms chain in the Downs during the gale Dec. 10; they have been replaced.

Advices from Mauritius, Nov. 13, report that the Prinses Amalie, Timmermann, from Amsterdam to Batavia, put in there Oct. 7, with damage, has been trimmed by the stern to repair the leak in her bow—cargo uninjured.

St. Helena, Nov. 21.—The Chacma, Gallichan, arrived here from Colombo, encountered a hurricane, Sept. 9, in lat. 4 S., lon. 82 E., throwing the vessel on her beam ends, and causing the cargo to shift; a heavy sea also broke over her, gutting the cabin, smashing the skylights, and washing away several movable articles from decks.

Plymouth, Dec. 13.—The Min (str.), Morgan, from London to Yokohama, &c., arrived here, had cabin flooded, and received other damage. A later telegram states:—Min, cargo all right, hatches perfect order, repairs expected to be finished on 17th, two lifeboats slightly damaged, movable articles washed from deck.

The outward P. and O. steamer Lombardy, from Southampton, with the heavy Bombay mails, had to put into Plymouth on 10th, through stress of weather, and has returned to Southampton to repair damages.

Advices from Malta, Dec. 8, state that the United Service (str.) had been surveyed; four holes found in her bottom, and several plates to be badly corroded, the cement gone, and many rivet heads eaten away. The steamer will therefore be placed on the hydraulic lift, which will be ready for her by the time she is sufficiently lightened to be lifted without risk. The vessel was on her way home, for the purpose of undergoing thorough repair, both to hull and machinery.

The Ionia (str.), Jeffreys, from Java, &c., to Rotterdam, has put into the Motherbank short of coal, and with four of her crew disabled.

Rotterdam, Dec. 11.—A telegram from the master of the Maasluis, arrived at Atchin from Newcastle, states that the coals heated very much on the voyage; and that a portion of them had to be thrown overboard.

MISCELLANEOUS.

At Cadiz.—Emiliano (str.), from Manila, and sailed Dec. 14 for Liverpool.

At St. Helena.—Nov. 13, Jas. Sheppherd, Madden, from Shanghai and sailed for London; Odin, Nilsson, from Cheribon, and sailed for Falmouth; 15, Hugh Bourne, Davison, from Ilo Ilo, and sailed for Falmouth; 19, Chacma, Gallichan, from Ceylon, and sailed 21 for London; 20, Amandine, Farrow, from Cheribon, and sailed 21 for Falmouth; 21, Noach II., V. Swieten, from Java, and sailed for Rotterdam.

The Rapide (Russ. barq.), from Padang to New York, which vessel encountered a hurricane Sept. 27, was spoken in lat. 12 S., lon. 87 E., with loss of sails, boats, and foretopgallantyard.

Sing Tai passed Cape, Nov. 13, seventy-eight days from Hong Kong to London. Tea cargo.

SUNDRIES PER "JAMES CONDIE," FROM NEW YORK TO YOKOHAMA, Nov. 27.

24099 cs. refined petroleum	240,990 gls.	4 bxs. medicines	61 doz.
145 do. slates		100 cs. chalk	
51 do. pencils and crayons		1 do. carriage and fixtures	
8 refrigerators		50 brls plaster paris	
		2 bxs. books	

There has been launched by Messrs. A. and J. Inglis, Glasgow, a three-decked screw-steamer, built to the highest class at Lloyd's and Veritas. Dimensions:—358 by 38 by 29; gross tonnage, 3,000 tons. The vessel is named the Stad Amsterdam, and will be employed in the service between Amsterdam and New York. Her machinery consists of a pair of compound engines of 450-horse power nominal, upplied by the builder s.

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CAPITAL, £1,000,000.
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Branches in Edinburgh, Calcutta, Bombay, Madras Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street, London, 1874.

EDUCATION.

A HOME is offered to two or three LITTLE GIRLS, with high educational advantages, by a LADY who has lately parted with the children of an Indian officer. French resident Governess; fine locality, ten miles from London; detached house; good garden, &c. Terms, 50 Guineas.

A. B., Office of the *London and China Telegraph*, 3, Cowper's-court, Cornhill, London, E.C.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.
HEAD OFFICE—14, Rue Bergere, Paris.
AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).
LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.
Reserve Fund, $775,000.
COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.
LONDON MANAGER—W. H. Vacher, 32, Lombard-street
BANKERS—London and County Bank.
BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

GRATEFUL—COMFORTING.

EPPS'S COCOA.

BREAKFAST.

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—See article in the *Civil Service Gazette*.

Made simply with boiling water or milk.
Sold in packets (in tins for abroad) labelled:—

JAMES EPPS & CO.,
HOMŒOPATHIC CHEMISTS,
48, Threadneedle-street, and 170, Piccadilly. Works:—Euston-road and Camden Town, London.

Diploma of Merit, Vienna Exhibition, 1873.

YORKSHIRE RELISH

THE most delicious SAUCE in the world to CHOPS, STEAKS, FISH, &c. Sold by all Grocers and Oilmen in bottles 6d., 1s., and 2s. each. Trade mark—Willow-pattern plate.

PROPRIETORS:—
GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.

GOODALL'S BAKING POWDER.

THE BEST IN THE WORLD.—Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter or Lard. Bread made with this Powder is much easier to digest, and much more wholesome than that raised with yeast, and a larger quantity is obtained from the same weight of flour. One trial will convince the most sceptical of its superiority over others. Sold by Grocers, Chemists, and Oilmen in 1d packets; 6d., 1s., 1s. 6d., and 2s. Tins. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.

GOODALL'S QUININE WINE.

THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s., 1s. 1½d., 2s., and 2s. 8d. each. Prepared by GOODALL, BACKHOUSE & CO., LEEDS

OSLER'S GLASS CHANDELIERS.

WALL LIGHTS AND LUSTRES FOR CHANDELIERS IN BRONZE AND ORMOLU

KEROSENE, MODERATOR AND OTHER LAMPS FOR INDIA AND HOME USE.

TABLE GLASS OF ALL KINDS.

ORNAMENTAL GLASS, ENGLISH AND FOREIGN

LONDON—Show Rooms, 45, Oxford-street, W.
BIRMINGHAM—Manufactory and Show Rooms Broad-street. Established 1807.

GRAND HOTEL COMPANY.

YOKOHAMA, JAPAN.

THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steamship lines in and out of Yokohama.

J. LYONS, Manager.
W. H. SMITH, Managing Director

GRAND HOTEL, VENICE.

FORMERLY HOTEL NEW YORK.

ON the Grand Canal. First-class house, with south aspect, the largest, best appointed and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

HOTEL THIERGARTEN—BERLIN.

SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all other conveniences.

HOTEL DES DEUX MONDES,

PARIS, 8, RUE D'ANTIN.

FIRST-CLASS English Family Hote
Highly recommended.

FIFTH-AVENUE HOTEL. NEW YORK.

ONE of the finest Hotels in New York
Situated in the best part of the city, and suitable for families or business travellers.

HOTEL ANGLETERRE, NAPLES.

THIS Hotel is most pleasantly situated in front of the Royal Gardens, and can be highly recommended to passengers per Messageries steamers to and from India, China, &c.

HOTEL KRON PRINSEN HAMBURG.

SITUATED on the Alster. A first-class House, at moderate prices.

HOTEL DE LA VILLE, TRIESTE.

PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt water Baths.

Restaurant, Cafe, and Reading Room with English French and German papers, and the *London and China Express*. Omnibus attends the trains.

CHARGES MODERATE.

HOTEL CASTIGLIONE—PARIS.

SITUATED in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from f.50 to f.4 per day Restaurant, Table d'Hote, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the establishment.

12, RUE CASTIGLIONE, 12.

LICK HOUSE HOTEL, SAN FRANCISCO.

AN old-established and thoroughly comfortable Hotel, in a central position. Large Dining saloon, Restaurant, Reading Rooms, &c.

COWASJEE DINSHAW,

Close to the Landing Place, Depot of
EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery Oilman's Stores, and Stationery of every description Sola Topees and Canvas Shoes, &c., &c &c.

STEAMER POINT, ADEN.
Drawing and Reading-room free to Passengers.
The *London and China Express* on Sale

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OVERLAND ROUTE and SUEZ CANAL.—Under contract for conveyance of H.M.'s Mails.—The PENINSULAR AND ORIENTAL COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, for Gibraltar, Malta, Port Said, Suez Aden, and Bombay.

Every second Thursday for Ceylon, Madras, Calcutta, Straits, China, and Japan.

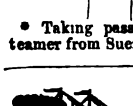
Corresponding steamers are despatched from Venice every Friday, and from Brindisi every Monday, to Alexandria, with the Overland portion of the mails and passengers.

For full particulars apply at the Company's Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
Avoca ...	1,481	250	Dec. 24	Mediterranean, Aden, Bombay.
*Bokhara..	2,932	450	Dec 31	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
			1875.	
Khiva ...	2,609	450	Jan. 7	Mediterranean, Aden, Bombay.
*Cathay ...	2,982	450	Jan. 14	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Australia.	3,648	600	Jan. 21	Mediterranean, Aden, Bombay.
*Malwa ...	2,933	450	Jan. 28	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.

* Taking passengers for Bombay also by branch steamer from Suez.



OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Ava	Jan. 3	For Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Irauaddy ...	Jan. 17	
Hoogly ...	Jan. 31	
Peiho	Feb. 14	
Meikong ...	Feb. 28	

The Steamers of the 17th Jan. and 14th Feb. connect at Aden with the Steamers for Reunion and Mauritius.

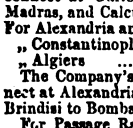
The Steamers of the 3rd and 31st Jan., and 28th Feb. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
" Constantinople ... ... " Saturday, 5 P.M
" Algiers ... ... " " "

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.



GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

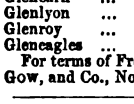
Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenartney	100 A1	2,016	330	Jan. 2, '75
Glengyle	100 A1	1,676	200	To sail
Glenhinlas	100 A1	2,120	330	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glenearn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Gleneagles	100 A1	2,120	330	New boat

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.

SHAW, MAXTON, and CO. will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Shanghai ...	Scindia ...	*AA1	894	S.W.I.	With des
Hong Kong	GoldnSpur	A1 14 yr.	657	S.W.I.	With des
Hong Kong	Melbrek ...	A1 15 yr.	870	S.W.I.	To follow

For Freight apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.



SHORT SEA ROUTE to AUSTRALIA, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

Offices, No. 34, Leadenhall-street, London, E.C.

FOR CHINA AND JAPAN.—The following splendid first class STEAMERS and SAILING VESSELS will be despatched as under for:—

Port.	Ship.	Class.	Dock.	Last shipping day.
Pen., Sing., Hg. Kg., & Shanghai..	Lotus, s.s	20 years Reg. L'pl Book ...	S.W.I.D.	Dec. 28
Pen., Sing., H.K., Yoko. & Hiogo ...	HongKong s.s.	100 A1	S.W.I D.	Jan. 4
Sing., Yoko., & Hiogo ...	Riga, s.s. ...	100 A1	S.W.I.D.	To follow
Hong Kong	Balgownie ...	A1 9 yr.	E.I.D.	With des.
Yokohama ...	Oleander.....	A1 10 yr.	E.I.D.	With des.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate street Within, E.C.

The "China" line of steamers via Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates at shippers' risk, last shipping day, 23rd Dec., the favourite full-powered screw steamer LOTUS, 20 years red in Liverpool book; 1,407 tons register, 200-horse power nominal; G. L. CASTLE, Commander; South West India Docks. This magnificent steamer, built by Messrs. Mitchell and Co., Walker-on-Tyne, in 1873, has proved herself well adapted for the China trade. She has elegant and spacious accommodation for saloon passengers replete with every comfort.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

The "China" line of Steamers via Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO (will call at Nagasaki if sufficient inducement offers), taking cargo for transhipment to Java, Australia, &c., at through rates at shippers' risk, last shipping day, 4th January, the favourite full powered screw steamer HONG KONG, 100 A1, 1,221 tons register, 200-horse power nominal; W. G. COMLEY, Commander; South West India Docks. This favourite steamer, one of the fastest in the trade, has elegant accommodation for first-class passengers, replete with every comfort.

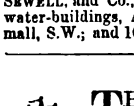
For Freight or Passage apply to the Owners, WATTS MILBURN, and Co., 85, Gracechurch-street; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

Steam via the Suez Canal. Last shipping day, 30th December.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, the well-known Clyde-built screw steam ship BENGAL, 2,036 tons gross register, 1,303 tons register, 275-h.p. nominal, 1,375-h.p. effective; Victoria Docks. This fine steamer, built by Messrs. Tod and McGregor, of Glasgow, and owned by the London, China, and New York Steamship Company (Limited), is noted for her great speed. Last outward passage, Gravesend to Penang, thirty-three days, including all stoppages.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

CHINA.



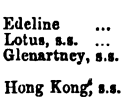
THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Min.....	A1 13 yr.	E.I.D.	With des.
Hong Kong	Kaisow	A1 16 yr.	E.I.D.	With des.
Shanghai ...	Elmstone ...	A1 15 yr.	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

SHANGHAI DIRECT.—The favourite China clipper FORWARD HO A1, 17 years.

Apply to ROBERTSON and Co., No. 5, Newmans-court, Cornhill, E.C.



FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail.
Edeline	499	Wright Bros. & Co.	Dec. 20
Lotus, s.s.	1,407	Norris & Joyner...	Dec. 23
Glenartney, s.s. ...	2,115	M'Gregor, Gow, & Co.	Jan. 2
Hong Kong, s.s. ...	1,221	Norris & Joyner...	Jan. 4
LIVERPOOL.			
Diomed, s.s. ...	1,201	Alfred Holt ...	Dec. 23
Patroclus, s.s. ...	1,607	" ...	Jan. 12
Antenor, s.s. ...	1,601	" ...	Jan. —
GLASGOW.			
Bowen, s.s.	1,700	T. Skinner & Co.	Jan. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

A MANCHESTER HOUSE wants to engage a GENTLEMAN who has been in INDIA or CHINA, or one well acquainted with Eastern Merchants, to work for them in London.

Address, Box 74, P.O., Manchester.

NERVA, MARCHAND, & Co.,
GENERAL COMMISSION MERCHANTS,
MILITARY EQUIPMENTS, &c
14, RUE DE LA GRANGE BATELIERE,
PARIS.

NURSERY GOVERNESS.

A YOUNG LADY, in her eighteenth year, is desirous of going to China or Calcutta. In return for her passage money, she is willing to devote her services to a Lady or Children.

Address, H. E., *London and China Telegraph*, 2, Cowper's-court, Cornhill, E.C.

GUERLAIN, 15, RUE DE LA PAIX, PARIS.—Veritable Ambrosial Cream for shaving, fashionable Perfumes for the handkerchief, Eau Lustrale for the hair, Eau de Cologne (préparation spéciale), Poudre de Cypris for the complexion, ni fard, ni bismuth ni produit chimique.

P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

CEYLON COFFEE ESTATES.

THE safest, surest and quickest mode of realising Coffee Estates is by registering them with the undersigned, who is always prepared to buy of to sell.

Seventy already sold—fifty now on the register.

ALEX. BROWN Kandy.

ALEXANDER BROWN,
ESTATE AND GENERAL AGENT,
KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and tranacts all kinds of Estate and Agency Business.

THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

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Hamburg	R. CARL.
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Holland—Rotterdam..	H. A. KRAMERS.
" Amsterdam...	MACKAY, BOOMKAMP, and Co.
Berlin	ASHER and Co.
Vienna...	G. SCHONBERGER.
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Venice	GAETANO FERRI, Piazza de Leoni, 316.
Rome	PIALE, Piazza di Spagna.
Brindisi	G. RIVELLI.
Lisbon	AUGUSTE PEDRO CAELHO, Rua dos Poyaes d'S. Bento 20.
New York	WM. H. FOGG and Co., 32, Burling Slip.
San Francisco... ...	WM. E. LOOMIS, Washington-street.
Port Said	ZANNOS and BROADBENT.
Aden	COWASJEE DINSHAW.
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Colombo	J. MAITLAND and Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE and Co., Singapore.
Saigon	
Bangkok	S. J. SMITH.
Penang...	SANDILANDS, BUTTERY, and Co
Batavia	HOUGHTON and Co.
Samarang	JACOBSON, VAN DEN BERG & Co.
Sourabaya	HOUGHTON and Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA and Co.
Hong Kong, Canton, Macao, and Swatow	MACEWEN, FRICKEL, and Co.
Amoy	BROWN and Co.
Foo-Chow	HEDGE and Co.
Shanghai	H. FOGG and Co.
Hankow	
Tientsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL and Co.
Osaka and Hiogo ...	K. DE PIOTROWSK.
Yokohama	E. L. B. MCMAHONI.

OFFICE, 2, COWPER'S-COURT, CORNHILL
(Over the Jerusalem).

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Dec. 21, 1874.

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 591.] LONDON, MONDAY, DEC. 28, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

TIME TABLE FOR 1875.

The Table showing the Arrivals and Departures of the Mails per P. and O. and Messageries Maritimes will be issued with our first number in January. Free to Subscribers, 1s. to non-Subscribers.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Dec. 24.
JAPAN—Yokohama	Sept. 18	Nov. 4	Nov. 10
Yedo			
Osaka and Hiogo	„ 4	Oct. 31	„ 2
Hakodadi			
Nagasaki	—	—	„ 4
CHINA—Peking	—	—	„ 1
Tien-tsin	—	—	„ 4
Chefoo	—	—	„ 8
New-chwang	—	—	„ 7
Hankow	„ 11	„ 30	„ 7
Kiu-kiang	—	—	„ 6
Chin-kiang			
Shanghai	„ 25	Nov. 11	„ 13
Ningpo	—	—	„ 9
Foochow	Oct. 2	„ 12	„ 15
Formosa	—	—	Oct. 31
Amoy	—	—	Nov. 16
Swatow	—	—	„ 17
Hong Kong	„ 2	„ 9	„ 19
Canton	—	—	„ 17
Macao	—	—	„ 18
PHILIPPINES—Manila	Sept. 25	„ 3	„ 13
COCHIN-CHINA—Saigon	—	—	Nov. 23
SIAM—Bangkok	Oct. 9	„ 15	„ 17
BORNEO—Labuan	—	—	„ 14
Sarawak	—	—	„ 17
JAVA—Batavia	„ 9	„ 12	„ 22
Samarang	—	—	„ 12
Sourabaya	-	—	„ 15
MALACCA STRAITS—Singapore	„ 16	„ 22	„ 26
Penang			
CEYLON—Galle	Nov. 6	Dec. 2	Dec. 2
Colombo	Oct. 30	Nov. 21	Nov. 30

THE MAILS, &c.

The French mail, bringing the above advices, was delivered, *via* Marseilles, on Thursday, the 24th inst., being four days early. The Pacific mail, bringing dates from Yokohama to the 9th Nov., reached London, *via* San Francisco, on the 21st inst. The next inward (P. and O.) mail, with advices Yokohama 17th, Shanghai 20th, Hong Kong 26th Nov., Singapore 3rd Dec., which is due, *via* Brindisi, on Monday next, 4th prox., left Alexandria yesterday, and will be delivered on Saturday, two days early.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Hoogly*, arrived Dec. 22.—From Yokohama: Messrs. Halifax, Berlingard, Pizzi, Lidier, Querin, Abegg, Pontagnac, Maillet, Joubert, Vachalde, Cheymet, Chabert. From Shanghai: Messrs. Gillett, Skeels, Gottlich, Thorman, Deveria, Mathou, Mrs. Groth. From Hong Kong: M. Phillippe, Sig. Miramela. From Saigon: Mr. Martin, M. Trasque. From Singapore: Mdlle. Ortez. From Galle: Messrs. de la Aucherie, Bourchet, Beauvoir, Cannell, Roberts, Mrs. Birch.

PASSENGERS OUTWARD.

Per P. and O. steamer *Mongolia*, from Southampton, Dec. 17.—To Singapore: Mis Cook. To Ceylon: Mr. Acklow, Mr. J. P. Rose.

Per P. and O. steamer *Malta*, from Venice, Dec. 25.—To Galle: Mr. J. A. Maconochie.

Per P. and O steamer *Malta*, from Brindisi, Dec. 28.—To Yokohama: Mr. Lockhart. To Hong Kong: Mr. C. Braun. To Singapore: Mr. E. McAllister. To Ceylon: Mr. G. Russell, Mr. M. Drysdale.

Per P. and O. steamer *Bokhara*, from Southampton, Dec. 31.—To Hong Kong: Mrs. F. Kinahin, Mr. Morgan, Mr. Buller, Surg. A. H. L'Estrange, Mr. M. Pinl. To Shanghai: Mr. W. J. Tucker. To Singapore: Mr. M. Armstrong, Mr. Paterson. To Ceylon: Mr. and Mrs. Heathcote, Mr. M. H. Foster, Mr. A. Stevenson.

Per P. and O. steamer *Sumatra*, from Brindisi, Jan 11.—To Hong Kong: Mr. S. Hughes' Mr. Kofod. To Ceylon: Dr. P. Goldschmidt.

Per P. and O. stermer from Southampton, Jan. 14.—To Ceylon: Mr. S. le Cocq, Mr. E. Lemprien, Mrs. Gow, Mr. Chamberlain and friend.

Per P. and O. steamer from Brindisi, Jan. 25.—To Hong Kong: Mr. Robsclifle.

Per French steamer *Ava*, Jan. 3.—To Hong Kong: Mrs. Bell, Mr. Guillemin. To Shanghai: Mrs. C. King, Mr. E. Hunt, Mr. P. H. Sichel, Mr. O. Sichel. To Galle: Mr. Buchanan, Mr. E. H. Hurst.

Per French steamer *Hoogly*, Jan. 17.—To Yokohama: Mr. Boeke. To Hong Kong: Mr. Hillier, Mr. Duval, Mr. Wanecke. To Shanghai: Mr. G. Rohl. To Galle: Mr. Hill, Mr. and Mrs. Canque. To Batavia: Mr. C. Winx.

Per French steamer *Irawaddy*, Jan. 31.—To Galle: Mr. and Mrs. Gusseremang.

Per French steamer *Meikong*, Feb. 28.—To Shanghai: Mr. M. R. Mackellan, Mr. Gordon, Mr. and Mrs. Jerdein.

Per *China*, from San Francisco, Dec. 1.—For Yokohama: John L. Geiger, Gustav van Velsen, Chas. F. Woodhull, Horton Yates, John Whitney and wife, J. M. Staples, S. T. Curry, Mr. and Miss Denney, Capt. R. S. Corning, R. S. Schwabe, T. Sakai. For Shanghai: Lieut.-Colonel Wm. Brown, E. Beach, J. C. S. Colby, P. Perado Tazet, Chu Hm Sang, You Loung, Arthur Davenport and wife. For Hiogo: John Clark, Patrick Clark. For Hong Kong: Rev. J. B. Fraser, wife, and three children, Joel Blakesley, N. Burnham.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present French mail brings advices from this port to the 10th Nov.; the French mail from London, Sept. 11, arrived out on the 1st Nov., and the following P. and O. mail of Sept. 18 was received on the 4th Nov. The following summary of news is from the *Japan Herald*:—

The Formosa difficulty is settled. From the latest telegrams received it appears that Japan demanded two million taels indemnity as the price upon which it would consent to evacuate Formosa. This was point blank refused to be agreed to, and Okubo broke off the negotiations, and made preparations to return. Subsequently negotiations were re-opened, when China offered Tls. 500,000, which sum was accepted, and an agreement entered into that the Japanese should quit Formosa by the 20th December, at which date the indemnity money is to be paid. The pusillanimous conduct of China in thus submitting to this squeeze on the part of Japan is here universally condemned, as exhibiting abject cowardice. Japan will naturally exult in getting out of the serious trouble to which her bellicose policy was leading her. Amongst foreigners the news of the pacific solution of the difficulties between the two countries has been received with much satisfaction.

The 3rd November was the twenty-fourth birthday of the Mikado. At nine o'clock in the morning a grand review took place in the drilling-ground near the Gaimusho, Tokio; about 3,000 soldiers were paraded. The artillery fired a salute to the Emperor. The Japanese military band played the Japanese National Anthem. His Majesty, accompanied by the Princes Higashi Fushimi and Arisgawa no Miya, was present in full dress. Minister Saigo and other high officials of the Government were present. The weather was delightful. The troops appear to have been admirably drilled. Several foreign ladies and gentlemen were present. The day was generally kept as a holiday among the native portion of the population, and the native town was decorated with flags and lanterns in honour of the occasion. Most of the Government offices shone replendent (with the notable exception of the Post-office), whilst the railroad deserves special mention, as arches of evergreens were erected at all the entrances. The Kenrei held a reception in the morning, and in the evening he entertained at dinner the Consular body, the commanding officers of the foreign men-of-war and troops, and the principal Japanese officials. A banquet also took place in Tokio, at which the diplomatic body were present. In connec-

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tion with the salute fired at midday, we may mention a rather amusing incident, which suggests a great want of knowledge on the part of the Japanese commanding officer of the etiquette of saluting. On occasions such as the present, it is not customary for the vessels of the nationality whose *fête* it is to return the salutes which are fired by the other men-of-war present in harbour, it being understood that the compliment will be returned by them on any similar festive occasion; but to-day, after the firing at noon was finished, the Japanese began again, and to the astonishment of the initiated, hoisted the flags of the different men-of-war, and laboriously returned their salutes, thus wasting a great deal of unnecessary powder.

The burning of the silkworms' egg cards (to the extent of nearly half a million) has ceased, and the market has been re-opened; but the artificial scarcity thus created does not appear to have realised the hopes of the authors of the scheme, as prices are still very low. It is stated that while the notice prohibiting sales was still in force, and during which time no business was supposed to be done, one of the merchants was discovered to have sold 1,200 cards to a foreigner, which, although causing much astonishment amongst the clique, has been settled by the amount received being invested in cards to be burnt.

The protracted case of Davison and Co. *v.* the Oriental Banking Corporation, which occupied several days, came to a conclusion on the 17th Oct. The counsel on both sides addressed the jury at length, and his Honour lucidly summed up. The jury then retired. After an absence of an hour and a quarter they returned a verdict that defendants were liable for all the charges on the goods landed for them; that they were also liable for the charges on the goods transferred from the Chartered Mercantile Bank since the date of the transfer; but that they were not liable for the commission on the sale of them. His Honour said that this verdict would carry costs. Mr. Dickens stated his intention of appealing.

We learn that an action for libel is impending between Mr. W. G. Howell, the editor and proprietor of the *Japan Mail*, and Messrs. Moss and Anglin, of the *Japan Gazette*, for a letter, under the signature of "Fair Play," which appeared in the last named newspaper. Mr. Howell has, through his legal adviser, called for a retractation and an apology for the statements in the letter in question, with the alternative of the proprietors of the *Gazette* being made defendants in an action at law. No apology has been rendered.

We learn that at Saghalien the Japanese have succumbed to the rigour of the climate and the aggressions of the Russians, for the island is being evacuated. Shortly there will be neither a Japanese official nor a Japanese settler left. The island will henceforth be regarded as a Russian possession. Joint occupation appears to have terminated.

Yoshida, the newly-appointed Minister to the United States, left by the Pacific mail of the 9th Nov. A banquet, at which both Mr. Bingham and General Van Buren were present, was given to him previous to his departure.

In view of the late change of views in Korea, a Japanese Embassy has been despatched there from this country. The members of it were, previous to their departure, received by the Mikado.

The athletic sports meeting took place on the 30th and 31st Oct., but the races have, in consequence of unfavourable weather, been postponed until the 10th, 11th, and 12th Nov.

The question of Municipal Government is being agitated, and a meeting has been held on the subject.

The late Tycoon's brother, Mimbutayo, has joined the army as a lieutenant.

The wife of Iwakura, well known as the head of the late Embassy, has just died.

The following items of intelligence are taken from the *Japan Mail*:—

A remarkable memorial which has been addressed to the Mikado has appeared in the *Shimbun Zasshi*. While ostensibly displaying a desire to advocate the resumption of by-gone usages, it is clearly intended to enforce the reasoning which, like the wit of an epigram or a woman's postscript, discloses its presumed motive in its ending. If its authenticity may be relied on it affords an unsuspected view of the real attitude of the *samurai* class, who, so far from desiderating a peaceful policy, are presumed to have been at the root of the movement which led to present complications with China. It is not impossible that the writers contemplate the creation of a large standing army, drawn from another social stratum than their own, with some measure of apprehension, and that they seek to discourage its creation rather from a fear of the consequences to themselves than from true patriotism. But whatever the motives of the memorial it possesses unusual interest.

Dr. J. F. Elmore, accredited by the Government of Peru Charge d'Affaires in Japan, arrived in Yokohama by the French mail on the 1st Nov. Dr. Elmore, who, it will be remembered, accompanied Captain Garcia and assisted in negotiating the treaties of Peru with Japan and China, purposes to establish his Legation at Yedo. We understand that Dr. Elmore has already secured a suitable establishment there with this view.

A report from Kioto states that the boiler of a Japanese steamer plying upon Lake Biwa has exploded, and that all the passengers and crew, numbering 100, were either killed or drowned. It is to be hoped that the extent of the catastrophe has been magnified.

CHINA.

—o—

NEWCHWANG.

A correspondent writes:—

The Taoutai died on 21st Oct., of aneurism of the heart. *On dit* that his "farming of this district" was at a heavy loss, and the anxiety consequent thereon caused his death.

From Korea we learn that the Government is really in the hands of the rightful sovereign, a young man of about twenty-four years, and the trade with China has been resumed, under strict conditions. At the mart, five days' voyage from this, business has actually been done in piece goods, such as heavy grey shirtings, white shirtings, &c.; but the rates are not very encouraging, and the bartering is under difficulties. Korea is only about seventy-five miles from the mart, where there is a boundary, through which one reaches the neutral ground between China and its closely guarded frontier. It is death to attempt a passage, as the Koreans are very jealous of their territory. But if a foreign Power were desirous to enter the forbidden country, it would be the simplest matter possible to march 1,000 well equipped men from this port to the capital, and in twenty days foreigners would be masters of that wonderful country, which boasts of having withstood France, Germany America, and even England (as the *General Sherman* was taken to be of this nationality). But I suppose China would object to her soil being made the highway to a conquest of Korea.

It is very cold here already; four days' strong north wind; thermometer 26 deg.!

SHANGHAI.

The present mail brings advices from this port to the 13th November; the French mail from London Sept. 25 was received on the 11th November. The following summary of news is from the *North China Herald*:—

The s.s. *Appin*, which arrived on Nov. 7th, brought as passengers his Excellency Okubo, the Envoy Extraordinary for the settlement of the Chino-Japanese difficulty in *re* Formosa, and his suite. As they passed under the stern of H.I.J.M. flagship *Rio-jho-kan* in Chefoo Harbour, the sailors manned the yards and gave three hearty cheers, wonderfully *à l'Anglaise*, while the guns of the ironclad thundered a parting salute. The Ambassador, with several members of his suite, called on the Taoutai; his Excellency paid the Arsenal a visit, when he was conducted through the works by Hung Taoutai.

We hear that in consequence of the amicable settlement of the Chino-Japan dispute, the departure of Admiral Shadwell from these shores will be hastened. We are sure the residents in Shanghai will bid the gallant admiral and his officers a cordial farewell, and wish them a safe and prosperous voyage.

The admiral will probably leave Shanghai in the *Modeste*, to rejoin his flagship outside Woosung. The *Iron Duke* will proceed to Hong Kong on her homeward voyage after the arrival of the next English mail, which is expected on Sunday. The *Modeste*, after a short cruise, will return to Shanghai for the winter. The *Dwarf*, we learn further, also goes to Hong Kong, calling at Ningpo and Amoy. We observe by the home papers just received, that the *Dwarf* and *Avon* have completed more than three years' service, both having been commissioned on the 18th of July, 1871. After the arrival of the mail, the *Swinger* proceeds up the Yangtsze, to visit the various ports.

The brig *St. Francois* has been removed from the Hongkew Wharf to the Pootung shore, where she is beached in a favourable position for effecting the necessary preliminary repairs before docking. A suit for damages has been entered in H.B.M. Supreme Court against the *Cawdor Castle*, and a warrant formally issued for the arrest of the steamer. Bonds to the amount of $40,000 having been entered into by the agents, Messrs. Adamson, Bell and Co., she will not suffer any detention. The amount claimed by the *St. Francois* is Tls. 22,000.

The resuscitation or reorganisation of the Philharmonic Society is likely to prove more than can this season be accomplished by the gentlemen who have interested themselves in the matter, but we learn that M. Remusat is busying himself with a view to supplying the deficiency. The indefatigable *maestro* hopes to give a concert on the 17th inst., in the Masonic Hall, and we understand will be supported by recent acquisitions to the musical amateurs of Shanghai, as well as by former favourites. Should the first be a success, which it no doubt will be, both on the score of merit and because of the threatened dearth of entertainments of this description, it is M. Remusat's intention to organise a concert, if possible, once a month during the remainder of the cool season.

The Shanghai Gymnasium Committee offer inducements to men to go into training again, by announcing a day's athletic sports. A meeting of the Paper Hunt Club was held, when the Club was re-organised for the approaching season.

A Naval Court of Enquiry sat at the British Vice-Consulate

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to investigate the circumstances attending the loss of the British ship *Lucerne*, by striking on the Ariadne Rock, on the 23rd October last. Commander Buckle, of H.M.S. *Frolic*, was president. After a most searching investigation, the Court came to the opinion that Captain Russell was guilty of an error in judgment in not dropping an anchor immediately the proximity of the rock was reported to him by the first mate, and in attempting to wear the ship in so light a wind, and with the current setting so strongly towards the rock; and they furthermore expressed an opinion that pilots should not quit a vessel sailing northward from Shanghai until she was clear of the dangers in the vicinity of the mouth of the Yangtsze. The captain's certificate was suspended for two months, those of the first and second officers being returned to them.

The wreck of the *Lucerne*, which was sold at auction on Friday, realised—for the hull Tls. 303, and for the cargo Tls. 260.

Some five or six weeks ago Mr. W. Gray, of the I.M. Customs, was bitten slightly by a Chinese cur, but the wound being superficial, quickly healed, and he felt no inconvenience from it. On Sunday, however, he became unwell, and on Monday morning, while at his home in Honkew, he was seized with unmistakable symptoms of hydrophobia. The paroxysms increased with awful rapidity and violence, and it became necessary to remove the unfortunate man to the General Hospital, where he died.

Several changes have lately occurred among the Customs Commissioners. Mr. Drew, recently arrived from home, left last week to take charge at Chefoo, where Mr. Hughes had been acting *vice* Mr. H. O. Brown transferred to Takow; Mr. J. H. Hart left by the *Dragon* for Foochow; and Mr. Detring is expected by next English mail, to relieve Mr. White, at Ningpo, the latter gentleman going home.

We regret to learn that the announcement has been received by telegraph of the death, on 15th October, of E. C. Bowra, Esq., Commissioner of Imperial Maritime Customs, who was enjoying in England a well-earned vacation after his exertions as a representative of Chinese interests at the Vienna Exhibition. Death is reported to have occurred suddenly, from heart disease. Mr. Bowra was an official of rare energy and ability, and the service to which he belonged suffers a serious loss by the premature termination of his career.

A party of six German gentlemen, five of whom were astronomers, the sixth being a photographer, passed through Shanghai the other day, on the way to Chefoo, to observe the approaching transit of Venus. The head of the party is Dr. Adolf, and the second Dr. Valentiner, of the Leyden Observatory. The party is to act in conjunction with one from the United States, which has selected Nagasaki as its point of observation, and with a Dutch expedition to Mauritius. A very complete equipment has been taken to Chefoo for the purposes of the expedition; and the German war steamer *Arcana*, which was lately reported as having arrived at Chefoo from Japan, has been placed at the disposition of the party, with the view principally of maintaining rapid and direct intercourse with Nagasaki.

A paragraph in the papers received by the last French mail informed us that a Russian expedition had just been despatched from Irkutsk to Uliasutai, Gobi, and the adjoining provinces of Western China, to inquire into the state of the Mahomedan Dungan rebellion, and to ascertain whether the western tea trade could be directed to the Irtish river. The party has just passed through Shanghai in pursuance of its mission. It consists of Captain Sosnovsky, of the General Staff; Captain Matoosovsky, of the engineers; Dr. Piasetsky; Mr. Boiarsky, photographer; three Cossacks, and two interpreters. The party came from Kiachta *via* Peking, and having procured the necessary passports for the projected journey at the latter place, came on to Shanghai, where it has been located at the Oriental Hotel. Some of its members left for Hankow by the *Fusiyama* last week, and the remainder followed by the *Fire Queen* on Sunday. After reaching Hankow the party will go up the Han River, and proceed westward, with the objects indicated above.

There was a fairly brisk auction at the Horse Bazaar, and some thirty-two ponies were sold at prices ranging from Tls. 200 to Tls. 15. Tourterelle was knocked out at Tls. 200; Bar Sells, Ravensdale, and Lothario brought about Tls. 150 apiece; Seabird, Andante, Blucher, and Godolphin came next at about Tls. 100. Few of the better racing ponies were sold, however. Sinecure changed owners by private bargain.

The following items are from the *Courier*:—

The Notification which—in terms of an advertisement in Portuguese which has appeared in the *Daily News*—the subjects of that Power interested in opium are invited to read on the gate of the Portuguese Consulate to which it is affixed—is, we learn, to the effect that all Portuguese dealing in opium are henceforth to give delivery of it to (Chinese) purchasers on the premises of the Portuguese seller; after which its being the property of the (Chinese) purchaser shall admit of no question, and should it be seized on the streets of the Settlement on account of any alleged non-compliance with Chinese fiscal regulations, it will be a matter of purely Chinese concern. This measure has doubtless been suggested by the amount of trouble recently given both to the Municipal, the Chinese, and the Portuguese authorities by Portuguese subjects who, professedly dealing in opium, whenever the opium guild detective made a seizure in our streets of opium sent from the houses of these Portuguese, came forward and reclaimed it on the ground that it was still foreign property, and as such not liable to the Chinese tax, for the evasion of which it was seized.

A cricket match was played between 11 of the club and 11 of H.M.S. *Modeste*. The gallant gentlemen in blue were very decisively beaten, scoring only 58 and 47 to the club's 109 and 128. Mr. Aubert scored the handsome figure of 61.

The recently constituted "Shanghai Pilot Company" has ceased to exist, owing, we hear, to internal dissensions. Half-a-dozen of the former members of the Independence Pilot Company have re-organised themselves under that style and title; the other members of the defunct company will, we suppose, be like Hal of the Wynd, and "fecht for their ain hand."

OUTRAGE ON MISSIONARIES AT HOOCHOW.

The *Courier* states that on Sunday, the 1st instant, the Revs. Messrs. Meadows and Douthwaite, two missionaries belonging to what is known as the China Inland Mission, were attacked by a Chinese mob, and forced to fly for their lives, while their property was destroyed or carried off, at the well-known *foo* city of Hoochow, at the southern extremity of the Tahoo Lake, about 100 miles to the S.W. of Shanghai and some forty miles north and west of Hangchow, the provincial capital of Chekiang. It appears that in the course of the past year the members of the Inland Mission, who have their headquarters at Hangchow, sent some of their native preachers to preach and circulate books in Hoochow. Premises were taken, in which for two months a couple of native preachers, and the wife of one of them, who acted as a Biblewoman, pursued their labours without molestation. Then the *literati* began to notice them, and by and by the district *tepao* brought a message from their landlord that they were to depart at once, no reason being given. The preachers wrote to the Mission at Hangchow; and having after some difficulty obtained an interview with the Taoutai there, which resulted in nothing, Messrs. Meadows and Douthwaite started for Hoochow, arriving on the 31st ult. at the Mission Station.

After paying a visit to the Prefect, they found a crowd round the house of the married preacher, who was ill, and the inmates of the place had great difficulty in withstanding their violence, and had to resort to various expedients. At last they were compelled to escape by a back way, while the mob wreaked their will on the place. The missionaries reached the Yamen of the Chehsiens by boat, between eight and nine P.M., and urged that the sick man and his wife, who remained behind, should be sent for. But this was declared to be impossible until the following day, and meanwhile the missionaries were given wretched lodging, without the means of keeping themselves warm. Next day the sick man and his wife were brought over, and informed the missionaries that the mission station had been completely sacked. Messrs. Meadows and Douthwaite, distrusting the faithless promises of the Chinese local authorities, now resolved to go to Shanghai. On the 5th inst., therefore, after four days' fruitless negotiation, with a view to the punishment of the offenders, Messrs. Meadows and Douthwaite left Hoochow, and on the 7th inst. arrived at Shanghai.

"THE TIMES" CORRESPONDENT.

The correspondent of *The Times*, writing from Shanghai, says:—

The sudden relief from national anxiety when war so lately appeared to be all but inevitable will, it is to be feared, have an unfortunate effect in discouraging the Chinese Executive from pursuing various objects of a progressive nature which they had begun to regard with favour; and it is not improbable that what little has already been effected in this direction may incur disrepute and suspicion. I have already reported, I think, the opening of telegraphic communication between the city of Foochow and its foreign anchorage at Pagoda Islands, a trifling distance along a river's bank of some twelve miles; and I then ventured a conjecture that the line might possibly be extended so as to cross the Formosa channel and connect the island with the main land. This anticipation has not been realised, but a construction of a more startling character, if taken in the light of an innovation, has been commenced since I wrote, in the shape of a telegraph line overland from Foochow to Amoy, a distance of about 170 to 175 miles. This line, even when war threatened, was reported to have attracted popular suspicion, and now that peace is declared, and the urgent need for opening it has passed by, it is more than likely that the efforts of its opponents will be redoubled. In this connection it is worth while mentioning a story which is abroad to the effect that the Russian Government have made the construction of the above lines of telegraph pretext for demanding the concession of a line from Kiachta to Peking, the Chinese Government having pledged themselves some time ago to admit Russia to telegraphic privileges in the event of these being ever conceded to any other foreign Power within Chinese territory; and it is rumoured that the Chinese are endeavouring to escape from the dilemma by repudiating the acts of the provincial authorities at Foochow, as having been ventured upon without reference to the central Government at Peking.

A new missionary difficulty has, I regret to say, just cropped up, the victims in this case being once more members of the China Inland or "Taylor" Mission, a name which may be remembered in connection with the Yangchow outrage of 1868. Two gentlemen of this mission, Messrs. Meadows and Douthwaite, had, it seems, established themselves in Hoo-chow, a city of Che-Kiang Province, conspicuous for its wealth and literary pretensions, and about 100 miles distant from Shanghai.

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Preaching premises had been quietly secured in the usual way through the intervention of friendly natives, but, the suspicion of the literary classes having been after a while aroused, efforts were made, though without success, to terrify the Chinese implicated into cancelling the lease of the premises and ejecting its foreign occupants from the neighbourhood. The customary proceedings followed. Inflammatory placards were circulated, a mob collected around the house, the missionaries appealed for protection to the local authorities; some of these affected absence on duty, others pretended to be ignorant of what was doing, others again evaded direct responsibility, while the missionary applicants were meanwhile bandied from one *yamen* to another until hours had been wasted, and when at last they returned to their temporary home it was only to find it gutted, and to be themselves violently assaulted. Fortunately, they managed to make their escape, and they have since laid their complaint before the Consul at Shanghai. Whether he will be able to procure them redress is doubtful, for the locality is only accessible through a series of narrow canals, and our Consuls nowadays are not likely to forget the adverse opinions pronounced upon their intervention in the Yang-chow and Formosa cases. There can be no doubt that if missionaries choose to take their lives in their hands, and, venturing beyond Consular control, proceed to commit acts calculated to annoy or outrage the feelings of the people, they can only have themselves to thank for any untoward consequences which may follow, and they certainly cannot expect their own officials to have recourse to extreme measures for their indemnification.

HONG KONG.

Our advices by the present mail extend to the 19th Nov.; no later mail from London had been received since the 9th Nov. The following items of news are from the *Daily Press*:—

A meeting of the Legislative Council was held on the 16th Nov., the Chief Justice presiding, in the absence of the Governor. The following protest from the Hon. P. Ryrie was put in:—"Notice having been duly given, I, Phineas Ryrie, a member of the Legislative Council of Hong Kong, protest against a vote of said Council, sanctioning the expenditure of a sum of $8,112.00 on the fire brigade." A declaration was appended to the protest, which ran as follows:—

1st. That clause 5 of Fire Brigade Ordinance No. 4, of 1868, has been contravened inasmuch as that on the report of a fire being made at the central station on the morning of the 23rd September, 1874, the brigade was neither mustered nor turned out with their engines and all necessary implements as provided by said clause.

2nd. That the aforesaid clause provides also for the framing of regulations and that no such regulations have been made.

3rd. That the President of the Council was unable or unwilling to say, in reply to a question put, who was the officer in command of the fire brigade.

4th. That the present management of the brigade is faulty; a proper fire commission, such as exists in Shanghai and other places, should be appointed, it being most undesirable that one person only should have the control of the expenditure, as from mistaken economy on his part much damage may result; and I am informed that a valuable engine, the property of the public, has been rendered almost useless in consequence of there not being a properly qualified and careful engineer to attend to it constantly.

5th. That the drill of the brigade is not such as to make it an efficient one in event of a fire, much more being needed to that end than merely turning out the force once a month, and feebly pumping water out of and into the harbour for the space of a quarter of an hour. Such instruction can never fit men to cope successfully with the difficulties to be encountered at a serious fire.

A lengthy discussion ensued, resulting ultimately in the form of Mr. Ryrie's motion being amended as follows:—"The Hon. Phineas Ryrie, after complaining of the conduct of the Captain Superintendent of Police on the night of the typhoon, and of the refusal of the Government to institute a public inquiry, after a petition had been addressed to his Excellency the Governor praying that an inquiry should be made, moves," &c. The Colonial Secretary then read the following memorandum from his Excellency respecting the Fire Brigade:—

The complaints now made against the efficiency and organisation of the Fire Brigade are the first that have come to my knowledge either publicly or privately. The brigade, as at present constituted, was handed down to me by my predecessor as being in a most efficient state, and until the present time I have never heard any other opinion, or of any want of promptitude when its services were required. No fire has occurred during the last two and a half years which was not speedily extinguished. Under these circumstances, I have seen no necessity for interfering with an establishment which worked so satisfactorily. And, moreover, as the services rendered by the brigade were to a great extent voluntary, I deemed interference or new rules to be injudicious and unnecessary. I know of no shortcoming on the part of the brigade as a body, nor on the part of those in charge of it.

Nevertheless, I shall direct an inquiry as to whether the rules applicable to the brigade can be amended, and also with a view to a reduction of the cost, whether the charge to the public bears an equitable proportion to that borne by the insurance offices, who derive so large a benefit from the existence of an efficient fire brigade. I shall be glad to have some specific charge of inefficiency before any steps are taken to disturb a system which has hitherto worked so harmoniously, and as far as my knowledge extends efficiently.

The Council then went into committee on the estimates, and on the vote for $3,620,000, under "Educational," the Colonial Treasurer said it was proposed to increase this vote by $1,000. It was proposed to reprint part of Dr. Williams' Tonic Dictionary, and it was stated that the work could not be undertaken without aid from Government. It was proposed at first for the Government to take 250 copies, which would have entailed an expenditure of $1,600. The proposition of Dr. Eitel, who is to get out the work, was then referred to Mr. Stewart, the Inspector of Schools, who, in reply, stated that such a dictionary was indispensable. It was recommended that a grant of $1,000 should be made to Dr. Eitel. The motion was carried after some discussion.

Mr. Rowett moved that the monthly grant made to the Italian Convent of $80 should be increased to $130, but the motion was withdrawn on a promise that enquiries should be made by the Government. The remaining items of the Estimates were passed without discussion, and the Ordinance to control recruiting in the Colony for the service of Foreign States was carried. The Council thne adjourned.

The following Bills were read the first time:—Ordinance enacted by the Governor of Hong Kong, with the advice of the Legislative Council thereof, to apply a sum not exceeding $730,000 to the public service of the year 1875. An Ordinance enacted by the Governor of Hong Kong, with the advice of the Legislative Council thereof, to provide for the security of properties vested in the official trustee, by virtue of which Ordinance all trustees, executors, administrators, or other persons having moneys on trust shall be at liberty, on filing an affidavit describing the instrument creating the trust, to pay the same with the privity of the official trustee into the Colonial Treasury in trust to attend the orders of the Court.

The following letter from Her Majesty's Consul at Canton with reference to the capture and pillage of the steamer *Spark*, has been forwarded to us for publication:—

H.M. Consulate, Canton, 12th November, 1874.

Sir,—With reference to the capture and pillage of the steamer *Spark* by pirates, the murders of the master, G. Brady, and the purser, Felix Ferries, and the dangerous wounding of Mr. Mundy, a passenger, and others on the 22nd of August last, I have the honour to state, for the information of his Excellency the Governor, that every effort was made by the Canton Government to arrest the guilty parties, and fourteen in all were captured and brought to trial, and of these six, having confessed their guilt,—

Liu A-wu, Chang Te Hsiu, Liang To Ching, Kwo Ken Hao, Wu Ch'ai Kwei, and Wu Kwo Yu, were executed on the 3rd, and two, Ho Hsin K'wen and Hwang A-lien, on the 6th instant.

Fan Afeng, who died from wounds received at his capture, was also beheaded.

The heads of these criminals will be exposed in the usual manner as a warning to all.

On the other persons in custody sentences have not yet been passed, there being doubts respecting the identity of one or two of them, or whether they were engaged in the piracy.

In reporting these executions, his Excellency the Acting Viceroy informs me that no reward can be accepted for the apprehension of the pirates, the police having done no more than their duty.—I have the honour to be, Sir, your most obedient servant,

B. Robertson, Consul.

The Hon. J. Gardiner Austin, Colonial Secretary, Hong Kong.

The following account, duly certified, of the average amount of bank notes in circulation in Hong Kong during the month ending the 31st October, 1874, is published in the *Gazette*:—

Banks.	Average Amount
Oriental Bank Corporation	$683,703
Chartered Mercantile Band of India, London and China	678,254
Chartered Bank of India, Australia, and China	509,617
Hong Kong and Shanghai Banking Corqoration	1,396,879
Total	$3,268,453

The purchasers of the British ship *Mindanao* succeeded in lifting her, by means of four junks, from in front of the P.M.S. Co.'s wharf, where she was sunk, but she grounded again in front of the east corner of the harbour-master's office.

The British steamship *Yesso*, from Coast ports, struck a large junk, which ran into her port side before the paddle box. It appears that the *Yesso* on her arrival steamed alongside the barque *Christianshaven* to discharge cargo, but finding this to be impracticable on account of the latter being so low in the water, she sheared off again to make fast to a buoy. Just then the steamship *Altona* came up on the other side, and was also making for the same buoy. The *Yesso* then had to stop. Just at that time a large junk tacking from Kowloon side to Hong Kong bore down on the *Yesso's* bows. The *Yesso* could only go one way, and that was ahead, as the *Altona* was on one side and the *Christianshaven* on the other, and if she backed astern she would have run into the barque *Ellen*. She therefore had to remain stationary. The junk was hailed, but she took no notice. She could have easily eased off sheet and run down between, but she ran clean into the guard of the paddle wheel. The junk's mast went over the side and her bows were completely smashed. She immediately filled and sank below the Canton steamer wharf. No lives were lost, as several boats took all the hands off.

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SIAM.

—o—

BANGKOK.

The following items are from the *Siam Weekly Advertiser* :—

One of the members of the Privy Council has been found guilty of alleged embezzlement, which act is a violation of the solemn oath of office, binding each of its members to loyalty to the Sovereign, and fidelity alike to the King and to the best interests of the State. For this offence, it is said, H.E. Phaya Ah-han-boriraks, Acting Minister of Agriculture, has been deposed from his position as a member of the Privy Council. In one instance it is said Phaya Ah-han-boriraks and his subaltern Kunrut-ak-saun, have misappropriated over $325,152, and that the accounts have been tampered with. The Government, it seems, is so well satisfied of criminality that his Majesty has deposed this prominent nobleman from his position as a member of the Privy Council. The case is still under investigation, and no little anxiety is felt as to the amount of fraud and criminality that may grow out of the revelations of this case.

The time has come when dishonesty must be put down efficiently and persistently, and that virtue and honesty, domestic, social, political, and commercial, must be created, fostered, and perpetuated.

Some time since the Siamese Government issued a proclamation forbidding children under fifteen years of age engaging in legalised gambling, and specifying certain sports that they must not engage in on the public thoroughfares. Another proclamation has just made its appearance making it criminal for them to engage in games of chance.

The Lighthouse discussion has at last culminated in the completion of a lighthouse, to guide the mariner in directing his course over the bar of the Chow Phya River in unfavourable weather. H.E. Chow Phya Bhanuwongs Mahah Kosahtibaudee, the Minister of Foreign Affairs, has issued a proclamation on this subject, the purport of which is that the lighthouse is now ready for use, and will flash forth its light at night for the benefit of Government and trading vessels passing to and fro over the bar on and after the ninth of November (1874).

The Presbytery of Siam held its session in the Chapel, at the Presbyterian Mission compound, Bangnamch'on, Bangkok, Oct. 30th. The Rev. N. A. McDonald preached the annual sermon.

The report of the Siamese commissioners P'raya Anuchitchahn-chai and P'raya Kalahome-rahch-saanah, who were sent by H.M. the Supreme King to the province Tahk to investigate the complaints of insecurity that came from that region, shows a fearful state of insecurity to both life and property in that region. Travellers have been waylaid, fired upon, and mercilessly plundered. Of these some were killed and others were wounded. Peaceful and industrious citizens have been assailed by marauders ; they, too, have been fired upon, and their houses heartlessly plundered, and they have had to flee, and return to find themselves impoverished and compelled to start anew in life to accumulate the means of livelihood.

The report of these commissioners shows the great need of honest, efficient Government officials, and police, and reliable guarantees that the lives, the property, the persons and the lawful pursuits of all law-abiding citizens shall be sacredly protected. This is the great political problem for the present King of Siam to solve. If H.M. succeeds in regenerating the Siamese Government, creating political honesty in all departments of Siamese officialdom, and in securing real reliable protection for all his people in all his dominions, in all their lawful pursuits and possessions, he will have achieved a great and glorious work, and will well deserve a prominent place in the history of this century.

STRAITS SETTLEMENTS.

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SINGAPORE.

Our files from the Straits have not reached us by this opportunity.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—During the interval there had been a weaker tendency in all descriptions of imports, the only exceptions to the general dulness having been a continued inquiry for 28/32 Yarn, and more demand for Cotton Sateens and Blankets. In the market for metals there had been a little more inquiry for Nail-rods, but at no improvement in prices. Occasional sales of suitable sizes of Bar Iron were reported, though quotations for most descriptions were quite nominal.

HIOGO-OSAKA.—Deliveries of goods had been fairly large, and considerable activity was apparent early in the month. The market had, however, been freely supplied, and at closing there was somewhat less animation, with declining quotations for many articles.

CHEFOO.—Messrs. Wilson, Cornabe and Co.'s Circular says :—Our last was issued on the 1st ult., and since that date our market for imports has been rather inanimate. Cotton Goods : Grey Shirtings and T-Cloths have been saleable to a small extent, but rates are still under the equivalent of Shanghai values. Drills and Fancy Cottons have not been inquired after. Metals : Both Iron and Lead have been dull of sale, and rates have, if anything, a downward tendency.

SHANGHAI.—Dulness continued to prevail in the market, and very little business had been done.

FOOCHOW.—The only sale of piece goods reported $1.72½ per piece. Lead is quoted at $8.25 per picul.

MANILA.—The market for Plain Staples continued very quiet, and, with few exceptions, quotations remained unaltered. Coloured goods of suitable styles and assortments were in good demand, and values exhibit an upward tendency.

BANGKOK.—A fair business had been done at the previously ruling prices.

EXPORTS.

—o—

TEA.

YOKOHAMA.—The settlements had only amounted to 1,700 piculs, whilst supplies had come in steadily; prices show no alteration, so far, and the market closed quiet but firm. The barque New Republic sailed for New York on the 1st Nov. with a tea cargo of 557,801 lbs. from this port. The barque Jessica, also for New York, having arrived from Hiogo, was loading.

HIOGO-OSAKA.—Business had continued on a moderate scale, without much change to note in prices, which, however, had hardened somewhat, while at the same time the quality of the Teas on offer was daily growing poorer. Settlements and arrivals to the 28th Oct. were on nearly the same scale, the former being reported at 6,000 piculs. Total Settlements for the season to date piculs 41,950, against piculs 18,500 for the corresponding period last year. Stocks estimated at 1,800 piculs. The British barque Jessica had sailed with 313,645lbs. for New York, via Yokohama, filling at the latter port.

SHANGHAI.—Black : Settlements had been chiefly in the common kinds at Tls. 15 to 16½, being unchanged rates. Settlements—3,871 chests, at Tls. 14 to 20 ; stock, 1,950 chests. Green : There was a fair business done early in the week, but the demand at the close was very slack, and Teamen seemed more anxious to sell. The stock had increased. Export to Great Britain to date (exclusive of lost cargoes) :—

	1874-1875.		1873-1874.
Black	62,397,923 lbs.	against	54,563,376 lbs.
Green	6,657,930 „	„	6,998,516 „
	69,055,853		61,561,892

FOOCHOW.—Messrs. Westall, Galton, and Co.'s Weekly Letter says : There is but little to report. During the past week the business has been confined to the purchase of some 6,000 chests of Congou, and some trifling settlements of Oolong. Congou : Rates are without any material alteration, but purchases show better value than settlements of the previous week. The market closes with nothing doing. Souchong : Only two chops have found buyers. Oolong : The settlements have been confined to Formosa kinds, and appear better value than late purchases of the district sorts. Flowery Pekoe : One chop of very common has changed hands. Scented Teas : No transactions. The export to Great Britain, the Continent of Europe, and the Cape of Good Hope amounts to 48,451,790 lbs., against 44,672,209 lbs. at the same time last year. To America, 864,675 lbs., against 2,237,895 lbs. To the Colonies, 11,161,355 lbs., against 11,415,955 lbs. last year.

SILK.

SHANGHAI.—Since the 5th Nov. the purchases of silk had not exceeded 400 bales, of which 250 bales were re-reels chiefly of common and market classes, which had been taken at slightly lower prices, viz., Tls. 330 to Tls. 430 for Hainings, and Tls. 327½ to Tls. 365 for Tsatlees. Common Laeyangs (Skeins) and inferior Tsatlees were reported purchased at Tls. 212½ to Tls. 215 for the former and Tls. 280 per picul for the latter. The market was weak and in face of the heavy stocks Chinese were very anxious sellers, and were offering market classes of silk at lower rates, but the concession was not sufficient to induce business to any extent, as prospects were in favour of a still further decline. Chops and all known silks were not so eagerly pressed for sale, but were offered at lower prices than purchases were made at a fortnight previously. Arrivals having exceeded the settlements the unsold stock had increased to 13,500 bales.

YOKOHAMA.—The market had shown less activity. Dealers manifested little disposition to meet buyers until towards the close, when, arrivals being on a liberal scale, a weaker feeling became apparent, and, at the close, a decline of $10 per picul was quoted. Silkworms' Eggs : According to a report, of a semi-official character, the total production this year has been 2,470,000 cards ; 600,000 cards are to be kept in the native market, for the consumption of Japan. The quantity destroyed by fire, as reported in our last issue, does not exceed 470,000 cards, which leaves 1,400,000 cards available for export. The total settlements, to date, being 900,000 cards, the unsold stock may be estimated as follows :—240,000 cards in Yokohama, and 260,000 to arrive—a portion of which is in Yedo. Prices were easier—Annual Green and White selling at from $0.30 to $0.60, according to quality. The total shipments, to date, had reached nearly 800,000 cards.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company ...	Tls.500 ...	Tls.500 ...	Tls.205 ...	4 p.c.
Shanghai Gas Company ...	100 ...	100 ...	143 ...	12 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	82 ...	12 p.c.
S. Tug and Lighter Company	850 ...	850 ...	600 ...	12 p.c.
French Gas Company	50 ...	50 ...	70 ...	11 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$530 ...	12 p.c.
North China Insurance Co. ...	Tls.1,000 ...	Tls. 300 ...	Tls.360 ...	trien.
North China Steamer Company	100 ...	100 ...	11 cash ..	
Union S.N. Company	100 ...	100 ...	20 ...	12 p.c.
Yangtsze Ins. Association ...	500 ...	500 ...	$620 ...	15 p.c.
Union Insurance Society ...	$5,000 ...	$1,000 ...	nom. ...	trien.
China Traders Co. (Limited) ...	1,000 ...	1,000 ...	1,750	$250.p.sh
China and Japan Marine Ins. Co.	Tls. 500 ...	Tls.100 ...	Tls.85 ...	12 p.c.
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$129 ...	12 p.c.
China Fire Insurance Co. ...	500 ...	100 ...	136 ...	12 p.c.
Hongkew Wharf Co.	Tls. 100 ...	Tls. 100 ...	Tls.93 ...	12 p.c.

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EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales and Cases.
From June 1, 1874, to Nov. 11, 1874	71086818	49171421	626251	14919094	135803584	31213
From June 1, 1873, to Nov. 11, 1873	63096049	41043913	111726	13361667	117351229	33148

TO THE CONTINENT.

		Bales.
From June 1, 1874, to Nov. 11, 1874	4646707	28161
Do. do. 1873, to Nov. 11, 1873	7631793	15760

TO UNITED STATES OF AMERICA.

		Bls. & Cases.
From June 1, 1874, to Nov. 11, 1874	30487296	2815
Do. do. 1873, to Nov. 11, 1873	22315559	3639

TO AUSTRALIA.

From June 1, 1874, to Nov. 11, 1874	...12,393,697
Do. do. 1873, to Nov. 11, 1873	...11,920,893

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan
1843 to 1844	51,022,600	...*	1863 to 1864	117,463,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,313
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,042	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,184	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,262	57,263
1862 to 1863	121,273,589	72,887	1873 to 1874	144,588,620	47,373

* Including the Continent.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2½d.	4s. 2⅝d. to 4s. 2¾d.	4s. 2¾d.
Shanghai ,, ...	5s. 9½d. to 5s. 9¾d.	5s. 9¾d.	5s. 9⅝d.
Canton ,, ... / Hong Kong ,, ... / Macao ,, ...	4s. 2⅞d.	4s. 3¼d.	4s. 3⅛d.
Singapore ,, ...	4s. 2⅞d.	4s. 3⅛d.	4s. 3¼d.
Manila ,, ...	4s. 0½d.	4s. 1d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 305	223
,, Hong Kong	26¾ to 27¼ dis.	—
Bar silver	Tls. 111.3.0	10 prem.
Mexican dollars	,, 74.6.0	1½ prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 4 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 47 per cent. discount.
China Traders' Insurance Company, $600 premium.
Hotel Shares, 50 per cent. discount.
Hong Kong and Macao Steamboat Company, 7 premium.
Hong Kong Fire Insurance Company, $327½ prem.
Union Insurance Society, $30 premium.
China and Japan Marine Insurance Company, Tls. 82 per share.
China Fire Insurance Company, $36 premium.
Victoria Fire Insurance Company, $28 premium
Indo-Chinese Sugar Company, 9¼ per cent. dis.
Shanghai Steam Navigation Company, Tls. 80 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9d., at Hong Kong 4s. 2½d., at Batavia F.11.70, at Manila 4s. 0½d., at Singapore, 4s. 2⅞d.

LATEST TELEGRAMS.

THE BURNING OF THE PACIFIC MAIL STEAMER "JAPAN."

HONG KONG, DEC. 19.—The Pacific mail steamer *Japan*, from Yokohama, was destroyed by fire at sea on the 17th inst., sixty miles from this port. A few of her crew and passengers have arrived here, but it is expected that many have been lost.

HONG KONG, DEC. 21.—The captain and several more of the crew and passengers of the mail steamer *Japan*, arrived here yesterday. There are now missing Mr. Tyndall, a cabin passenger, and one steerage passenger, the surgeon of the ship and several of the crew, and 400 Chinese. The fire on board was first discovered over the boilers at eleven P.M. on the 17th inst., 150 miles from Hong Kong. It being impossible to subdue it, the captain decided at one A.M. on the 18th inst. to abandon the vessel. The boats remained near here until noon in order to save life, and then proceeded to Swatow. The *Japan's* mails were lost.

HONG KONG, DEC. 23.—Two American gunboats have returned from the scene of the *Japan's* disaster, and have brought back Mr. Tyndall, Dr. Gates, and 120 Chinese. The Pacific steamer *Alaska* was blown ashore during the late typhoon, but has been safely floated.

RUSSIA AND CHINA.

WLADIWOSTOCK, DEC. 18.—Great uneasiness is caused among the inhabitants of Schkatoff, in the Amoor territory, by the news of the approach of a Mantchoo army towards the Russian frontier. This force, orignally stated to number 6,000 men, is constantly swelled by other bands as it advances. The Russian Government has taken measures for the protection of the inhabitants, and has sent out scouts and stationed outposts at various points. It is believed that a body of Russian troops will be despatched against the advancing Mantchoos.

THE ATCHIN WAR.

THE HAGUE, DEC. 21.—According to an official telegram from Atchin on the 18th inst., the result of the mission of the Comptroller, who was sent to the refractory States on the West Coast of Atchin with an ultimatum, was not satisfactory.

CHINA MARKET REPORT.

HONG KONG, DEC. 24.—Grey Shirtings, 6½ catties, 8¼lb., $2.50; Cotton Yarn, water-twist, $1.14. Total exports of Tea from China and Japan to England from 1st June, 153,000,000 lbs., against 131,875,000 lbs. to corresponding date last year.

SHANGHAI, DEC. 24.—Grey Shirtings, 6½ catties, 8¼lbs., Tls. 1.9.1. Tea: Green in fair demand. Silk, firm; No. 3 Tsatlee (Koonfongsings), Tls. 410.

THE MAILS.

PRESENT INWARD MAIL.—MARSEILLES, DEC. 22.—The Messageries Maritimes steamer Hoogly, with the inward French mails from China and Japan, arrived to-day at 10 A.M. at the Hyeres Bay anchorage, where the mails were landed, in consequence of stress of weather. She brings 96 passengers and a general cargo, including 235 bales of silk, 12,694 packages of tea, and 596 packages of sundries, for London, which part of her cargo will be forwarded to its destination per Company's steamer Gange, due in London on or about the 6th of January.

NEXT INWARD MAIL.—SUEZ, DEC. 26.—The P. and O. Company's steamer Surat arrived at 1, and the Baroda at 5 P.M. to-day from Calcutta and Bombay respectively.—ALEXANDRIA, DEC. 27.—The P. and O. steamer Venetia sailed at 11 A.M. to-day for Brindisi, where she is expected to arrive on the 30th inst. The mails will probably reach London on the morning of Saturday next.

HEAVY PORTION OF LAST INWARD MAIL.—GIBRALTAR, DEC. 24.—The P. and O. Company's steamer Australia arrived at 6 P.M., and leaves for Southampton at two o'clock to-morrow morning, where she may be expected on Tuesday evening. Experienced very heavy weather. All well.

INWARD MAIL DUE JANUARY 18.—GALLE, DEC. 24.—The P. and O. Company's steamer Nubia, from Australia, and the Geelong, from China, arrived here to-day with the China and Australian mails. The Peshawur leaves here for Suez to-morrow. Specie for Europe, £530,000.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Hamburg, Oct. 30, Progress; from New York, Nov. 3, Chattanooga; from London, Dec. —, Carnarvonshire.

At SHANGHAI.—From London, &c., Dec. 22, Hankow, Menelaus (str.)

At HONG KONG and CANTON.—From London, Nov. 17, Chinaman; from Liverpool, Deucalion (str.); from Hamburg, 14, Sylvia (str.); 16, Henriette Behn.

At SINGAPORE.—From London, Nov. 15, Crocus (str.); 20, Glenlyon (str.); from Glasgow, 19, Ocean; from Cardiff, 19, Guiseppina, Ugglan; 21, Lochleven Castle; from Sunderland, 17, Zeeburg; 20, Olive; from London, &c., Glenroy (str.), Somerset (str.)

At PENANG.—From London, Dec. —, Montgomeryshire.

At BANKOK.—From London Nov. 15, Lyra.

DEPARTURES.

From YOKOHAMA.—For New York, Nov. 1, New Republic.

From HIOGO.—For New York, Oct. 19, Sydenham.

From SHANGHAI.—For London, Nov. 8, Glenfalloch (str.), Cawdor Castle (str.); for New York, Leander.

From MANILA.—For London, Nov. 10, The Sir Jamsetjee Family; 31, Scawfell, for Channel, f.o.; 7, Eugenio; for New York, Oct. 30, Charmer, Fleetwing.

From SINGAPORE.—For London, Nov. 21, Galatea (str.), Asterore.

From BANGKOK.—For Marseilles, Oct. 25, Belle Justine; Nov. 3, Jules Rose.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Dec. 24, at London, from Colombo &c., Queen Victoria (str.); 26, Granville; 27, Buston Vale; 24, from China, &c., Hong Kong (str.); 27, from Shanghai, Kaisow; 24, off Prawle Point, from Shanghai, Lothair; 25, at Falmouth, from Rangoon, Barenten; Anitta Gortomo; 23, off Deal, from Shanghai, Jas. Shepherd; at Marseilles, from Colombo, Atkinson (str.); at New York, from Hong Kong, Queen of the South; from Colombo, Catherine Scott; off Deal, from Manila, Tim Whiffler; off the Lizard, from Java, H. K. R. Q.; Willem Poolman; at Queenstown, from Java, Tennyson.

SPOKEN.—Q.C.D.R., Cardiff to Singapore, Nov. 20, 6 N., 23 W.; Dunbar Castle, Colombo to London, Dec. 17, 45 N., 26 W.

CASUALTIES.—Liverpool, Dec. 25, the George Walker, from Batavia, reports that on Dec. 11 she shipped a heavg sea, which washed away two boats, topgallant rail, and smashed front of house on deck; she had a number of sails carried away and jettisoned part of cargo.

CAIRQRYAN, DEC. 24.—The Sourabapa, a floating dock, which went ashore at Helensburg, Oct. 1, has been taken off and brought into mid harbour here.

MISCELLANEOUS.—At Port Said, Dec. 26, Prins Hendrick (str.), from Nieuwe Diep, for Java.

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Naval and Military.

Two new war steamers, the Contest and the Express, which have been built by Messrs. Doxford and Co., of Sunderland, are in the Tyne. They made a satisfactory trial run on the 18th inst. Their engines have been put in by Messrs. R. and W. Hawthorne, of Newcastle. The vessels have been built for coasting purposes, and are very fine specimens of their class.

Permission has been granted by the Admiralty to the request made by the officers and ship's company of H.M.S. Cadmus, recently paid off at Devonport, to place a tablet in the dockyard chapel at that port, in memory of their deceased shipmates, who died during the commission, which will be remembered as a happy one by all who served in her.

The colonelcy of the 67th Regiment, vacant by the death of General F. J. Davies, has been conferred on Lieutenant-General H. P. Raymond, the dates of whose commissions are as fellows :—Ensign, 1825 ; lieutenant, 1827 ; captain, 1834 ; major, 1846 ; lieutenant-colonel, 1851 ; colonel, 1854 ; major-general, 1865 ; lieutenant-general, 1874.

Colonel Younghusband's special Committee on Gun cotton have forwarded their report to the Secretary for War. They recommend gun-cotton as a valuable explosive both for military and naval purposes. With regard to safety of manufacture, storage, and conveyance, it compared favourably with other explosives examined.

Colonel John Stokes, C.B., Royal Engineers, has been appointed Commanding Royal Engineers at Chatham, in succession to Colonel J. W. Lovell, C.B. Colonel Stokes served with distinction through the Kaffir wars of 1846-47 and 1850-52, and did good service with the Turkish contingent during the war with Russia.

Mr. John Read, late boatswain of the Revenge, who was recently dismissed the Service by court-martial, has, by permission of the Admiralty, re-entered as chief petty officer, the time served as warrant officer being allowed to count for chief petty officer's time with regard to pension.

Lieutenant R. G. Warton, of the first battalion of the 10th Regiment, is under orders to return home from Singapore to relieve Lieutenant G. C. Helme at the depot. Lieutenant F. N. I. Taylor has left England for Singapore to rejoin head-quarters from leave of absence.

Colonel Peter Stark Lumsden, C.B., C.S.I., Bengal Staff Corps, has been confirmed in his appointment as Adjutant-General to the Army in India from 1st September, 1874, and is given the local rank of Major-General.

Mr. George Liddell, assistant-paymaster, R.N., has been selected to fill the post of secretary to Captain Algernon M'L. Lyons, the newly appointed commodore at Jamaica.

Mr. Swainson, at present Superintendent of the Observatory, Portsmouth, and formerly of the Foochow Arsenal, has been promoted to the rank of Staff-Commander.

New crews for the Alacrity and Conflict, employed on the Australian station, as well as some supernumeraries, are held in readiness at Devonport to embark for passage.

Legal.

COURT OF QUEEN'S BENCH.

ACHARD V. RING AND OTHERS.—MARINE INSURANCE CASE.

This was an action by the charterer of a ship against the shipowners to recover the value of a damaged cargo destroyed by scuttling the ship in order to put out a fire ; and it raised a question of some importance as to the liability of shipowners in such cases. The question is one which has greatly divided the opinion of authorities on mercantile law, and the action was avowedly brought to reopen the question, in consequence of a decision in this Court having been reversed by the Court of Error. In that case—"Stewart v. the Pacific Insurance Company"—this Court held that the claim in such a case by the general law was tenable, and that a custom could not alter the law in that respect, but the Court of Error reversed that decision on the ground that a custom to exclude such claims was valid. The present action was brought to review that decision and dispute the alleged custom to exclude such claims. In April, 1872, the plaintiff chartered a ship of the defendants to bring a cargo of rice from Burmah to Liverpool, and by the charter questions of general average were to be settled by the custom of London underwriters. The ship arrived in dock, and had half discharged the cargo, when on the 2nd of November, 1872, a fire was discovered in the hold, and at the advice of the harbour-master the ship was scuttled to put out the fire. Of course the rest of the cargo was much damaged, and the charterer claimed about £4,700 from the shipowners, by way of "general average"—that is, as an expenditure incurred for the salvation of the ship. The shipowners disputed the claim and relied on a decision in the Court of Error in the Exchequer Chamber, on the 23rd of June, 1873, to the effect that by the custom of underwriters such claims were excluded. By the charter questions of general average were to be settled by the custom of the London underwriters, and the custom, as proved in that case, excluded such claims. But it was disputed in the present case that such a custom existed, or, at all events, that it has existed since that case, as it was then, it was said, altered, though the damage in the present case was before the decision referred to. The case for the plaintiff was opened upon the general law, and the authority of this Court in the case cited. On the other side the decision of the Court of Error was relied on.

The Lord Chief Justice summed up the case to the jury, directing them as to the law, and leaving to them the question of fact as to the supposed custom. In the result, after some deliberation, the jury found for the plaintiff.

CARGOES AFLOAT.

SINGAPORE AND PENANG.

Per *Superior*, 100 tons gambier, 480 tons sago flour, 200 tons black pepper, 300 cwts. rattans, 67 cwts. hides, 20 m. Malacca canes. *Luzon*, 125 tons gambier, 160 tons black pepper, 10 tons white pepper, 320 cwts. rattans, 3 tons horns. *Elly*, 25 tons tin, 230 tons black pepper, 5 tons white pepper, 350 cwts. rattans, 965 cwts. hides, 465 tons sugar, 30 tons horns. *Tynedale*, 250 tons gambier, 125 tons sago flour, 100 tons pearl sago, 46 tons black pepper, 46 tons white pepper, 12 tons coffee, 720 cwts. rattans, 960 cwts. hides, 31 tons india-rubber, 10 tons horns, 60 tons tapioca. *Verulam*, 62 tons black pepper, 400 tons rattans, 224 cwts. hides, 208 tons sugar. *United Service*, 50 tons gambier, 25 tons tin, 1,480 cwts. rattans, 35 tons tapioca. *Cameo*, 510 tons gambier, 135 tons sago flour, 165 tons pearl sago, 88 tons black pepper, 45 tons white pepper, 32 tons gutta-percha, 990 cwts. rattans, 1,098 cwts. hides, 18 tons horns, 70 m. Malacca canes, 255 cwts. copal, 133 cwts. mother-o'-pearl shells, 10 tons tapioca. *Hope*, 25 tons tin, 190 tons black pepper, 110 tons rattans, 82 cwt. hides, 430 tons sugar, 6 tons horns, 30 m. Malacca canes. *Alexandra*, 244 tons gambier, 460 tons sago flour, 125 tons pearl sago, 50 tons black pepper, 15 tons white pepper, 15 tons gutta percha, 660 cwts. rattans, 927 cwts. hides, 14 tons horns, 53 tons Malacca canes, 50 tons tapioca. *Robert Morrison*, 345 tons gambier, 100 tons sago flour, 70 tons black pepper, 55 tons coffee, 590 cwts. rattans, 55 cwts. hides, 11 tons india-rubber, 6 tons horns, 175 cwts. mother-o'-pearl shells. *H. W. M.* 100 tons gambier, 160 tons sago flour, 460 tons black pepper, 2 tons black pepper, 6 tons gutta-percha, 860 cwts. rattans, 1,046 cwts. hides, 210 tons sugar, 2 tons india-rubber, 20 tons horns, 30 m. Malacca canes. *Mary Nelson*, 320 tons black pepper, 25 tons white pepper, 1 ton gutta, 420 cwts. rattans, 194 cwts. hides, 310 tons sugar. *Olympia*, 45 tons tin. *Amstel*, 740 tons gambier, 105 tons pearl sago, 65 tons white pepper, 580 tons rattans. *Houden*, 690 tons gambier, 316 tons sago flour, 52 tons pearl sago, 34 tons black pepper, 11 tons do. do., 5 tons gutta, 3,680 cwts. rattans, 570 cwts. hides, 52 tons sugar. *Aurora Australis*, 375 tons gambier, 190 tons tin, 65 tons sago flour, 12 tons pearl sago, 12 tons black pepper, 2 tons white pepper, 320 cwts rattans, 253 cwts. hides. *Akbar*, 540 tons gambier, 52 tons sago flour, 34 tons black pepper, 300 cwts. rattans, 45 cwts. hides. *Bertie*, 402 tons gambier, 154 tons sago flour, 70 tons pearl sago, 10 tons black pepper, 12 do. do., 415 cwts. hides. *Claudine*, 280 tons gambier, 220 tons sago flour, 27 tons pearl sago, 200 cwts. hides. *United Service*, 200 tons sago flour, 27 tons pearl sago, 12 tons sapanwood. *Warden Law*, 685 tons sago flour, 260 cwts. rattans.

MANILA.

Tim Whiffler (Manila and Ilo Ilo), 1,000 tons sugar, 565 tons hemp, 42 tons sapanwood, 23 cwts. mother o'pearl shells. *Annie*, 380 tons sugar, 205 tons hemp. *Verena*, 450 tons sugar, 100 tons coffee, 35 tons hemp, 10 tons sapanwood, 100 cwts. mother o'pearl shells, 710 mil. cigars. *Scawfell* (via Cebu), 120 tons hemp. *Atma* (Cebu), 385 tons sugar, 255 tons hemp. *Eliza*, 380 tons sugar, 175 tons hemp. *Mountain Laurel*, 800 tons sugar, 387 tons hemp, 10 mil. cigars. *Trinidad*, 600 tons sugar, 395 tons hemp, 13 tons sapanwood. *Star of China* (Cebu), 500 tons sugar, 500 tons hemp, 2 tons sapanwood, 125 cwts. hides, 30 cwts. mother o'pearl shells. *Emiliano* (str.), 1,200 tons sugar, 512 tons hemp, 20 cwts. mother o'pearl shells, 47 tons tobacco, 1,280 mil. cigars. *Durham* (via Cebu), 190 tons hemp. *Hugh Bourne* (Ilo Ilo), 650 tons sugar. *Antipodes* (Ilo Ilo), 590 tons sugar. *Lizzie Iredale*, 775 tons sugar, 330 tons hemp, 8 tons sapanwood. *May Queen* (Ilo Ilo), 705 tons sugar. *Lanercost* (Ilo Ilo), 900 tons sugar, 22 tons sapanwood. *British Empire* (Ilo Ilo), 732 tons sugar, 5 tons sapanwood.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

HUDSON—On the 22nd Oct., at Yokohama, the wife of John Hudson, of a son.

SCOTT.—On the 15th Nov., at Canton, the wife of Edward Irwin Scott, M.D., of a son

DEATHS.

MAPPIN—On the 20th Dec., at Wharncliffe House, Clapham-park, London, Charlotte, the wife of Edward Mappin, in the 48th year of her age.

MCCLATCHIE—On the 22nd Dec., at 67, Granville-park, Blackheath, S.E., Arthur J. McClatchie, second son of Rev. Canon McClatchie, of Shanghai, China, aged 24.

STREET—On the 15th Dec., at Colombo, Ceylon, of dysentery, Sophia Baker, the dearly beloved wife of Major-General John Alfre Street, C.B., and eldest daughter of the Rev. J J. Holroyd, of White Hall, Colchester, Essex, aged 40 years.

YMENZ.—On the 8th Nov., at the British Queen Tavern, Shanghai, Mr. Charles Ymenz, proprietor, aged 35 years.

The American trade dollar has largely displaced the Mexican dollar in the Far West. Mexican dollars are quoted in San Francisco at half per cent. discount ; the trade dollar is quoted at half per cent. premium. San Francisco bids fair to control the trade in silver with China.

Sir Daniel Lange, the representative in London of the Suez Canal Company, writes to *The Times* stating that no new regulations regarding the canal have been issued, those already issued continuing to subsist in their entirety.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A Register is kept of the Addresses of all Persons connected with the Far East, and reference can be made to the same by personal application at the Office or by letter

Any Information required by Subscribers in reference to Commercial or genera matters in China, Japan, Singapore, *and other parts of the* Far East *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The "London and China Express" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "London and China Telegraph" is published Weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, DEC. 28, 1874.

EASTERN AGRICULTURAL COMPANIES.

Our last issue contained two announcements in reference to business of an identical character, and yet so entirely opposite in their nature that we are tempted to offer a few remarks on some of the features of these two very similar undertakings. It was then stated, on the faith of the Report of the Directors of the Ceylon Company, that they had resolved on closing their business in Mauritius, owing to the unremunerative character of sugar growing in that island, and it was in the same issue announced that a new association for a precisely similar purpose has been formed, called the Agriculturist Company of Mauritius (Limited), with a capital of £500,000, in 50,000 shares of £10 each. This Company states its objects to be, "to make advances on growing crops in Mauritius, as "well as to acquire sugar estates and to undertake irriga-"tion works." It is stated in the prospectus that the sugar estates in the island produce for the most part from 500 to 2,000 tons of sugar each, and employ a number of Indian coolies, varying from 250 to 1,000. The Board of Direction is almost identical with that of the Credit Foncier of Mauritius.

The fact of a body of capitalists being found ready to enter upon business which is being abandoned by another company after a number of years' operations is full of significance, especially when the latter fact be taken in connection with the reason assigned, viz., the losing character of sugar production. "With regard "to the announcement," say the directors, "of their "intention to restrict their business in the Mau-"ritius, and to withdraw altogether from it, the matter "had been carefully considered by the board, and they felt "certain that that was the right course to pursue, since the "price of labour and provisions had risen to such an extent "as to curtail the profits; for whereas the cost of making "one cwt. of sugar used to be $3½ it was $4½, and though "the prices obtained were higher, yet they were not so in "proportion to the increased cost, and there was no reason "to suppose it would diminish." According to this showing, the entire sugar interest of Mauritius must be on the verge of ruin, and the marvel is how a new company can be found to enter upon such unprofitable business!

In Ceylon, too, we are told, the whole produce of the island had been equal to not more than 2½ cwt. per acre, though they had only suffered in common with their neighbours, who, many of them, had been making losses instead of profits. So that making losses instead of gains by some occult process is made to yield a dividend of four per cent. per annum. So far from being disappointed at this low rate, as the directors anticipate, shareholders should feel considerably surprised that any dividend at all had been squeezed out of such a state of things as described by the Chairman at the recent meeting. "The leaf disease and "the unusual rains had, however, so reduced the crop that "it would not come up to the average, and though some "estates had borne well, the majority had not paid their "expenses." Leaf disease had no doubt something to do with short crops, but we were not aware that the season referred to, 1872-3, had been unusually wet.

If one half of what is stated in the Ceylon papers in regard to planting operations and dealings with constituents by this Company be true, we suspect that other causes than leaf disease and unusual rains are in operation to the prejudice of shareholders' interests. No doubt the coffee interest of Ceylon has had its trials and disappointments of late, but upon the whole it has been and is still fairly successful, quite as much so as any other agricultural pursuit in the tropics. We do not hesitate to affirm that a larger number of Ceylon coffee proprietors have retired from the island with independent means during the last two years than in any previous period of like duration. A Company, therefore, having such an important stake in the island ought to present a better report than that just published. That there has been sad mismanagement somewhere there can be no doubt; but the Company possess in their many fine properties the means of future success if they will but use those means aright.

CHINESE COOLIES IN NORTHERN AUSTRALIA.

In a recent issue we mentioned that a movement was on foot in the colony of Queensland, on the eastern coast of Australia, to introduce Chinese, labour into that territory, for tropical agriculture. According to the *Northern Territory Times*, a system of coolie emigration has already commenced between Singapore and Port Darwin, on the north-west coast, where a new town has been formed and named Palmerston, under the jurisdiction of the South Australian Government, who have authorised agents to engage the immigrants. A batch of some two hundred were brought over in this manner, and landed from the British ship *Vidar*, at the settlement, and the Government representative transferred their services to private parties, on their paying the cost of introducing them, which was about £9 7s. per head, including passage-money, commission for selecting, medical fees, and the expenses incurred by the employment of Captain Douglas on his special mission, besides the provisions of the men on the voyage. The wages are fixed at the rate of 8s. per week, and they are to be supplied with rations by their employers, "according to the custom of Chinese coolies in Australia," and at the end of two years' service, if they wish to return to Singapore, they are to be provided with a free passage; or, if they wish to remain in the colony they are to be paid £5 each in lieu thereof. Medical attendance is also to be provided free of charge. On his part each coolie signs an agreement printed in English and Chinese, under which he binds himself to act as a "general servant" for a period of two years; and his services as such are to be available "in town or country, field, mine, factory or house." It is provided, also, that they are not to be required to work on Sundays, and not more than ten hours of one day in twenty-four hours. Accompanying this first body of men were eleven *mandores*, or gangers, the chief man getting £5 6s. per month, and the others £3 10s. to £2 10s. per month. Altogether the terms are more liberal for the Chinese labourer than any hitherto set forth, and as the system is under Government control, there is every guarantee of these being faithfully carried out.

The account of affairs in Pahang, as related in *The Times* of the 22nd inst. hardly convey an exact idea of the facts. Certain evidence was laid before Governor Clarke, accusing the Bandahara of Pahang of hostility towards the Maharajah of Johore and complicity in acts of piracy. It now appears that these accusations are groundless, for with the exception of a murder committed by a small Pahang Chieftain, there existed no real ground of complaint against the Pahang Government. An old feud existed between the Bandahara and the Maharajah, which Sir Andrew Clarke will no doubt do his best to remove. Although considerable progress has been made in the Straits, and the new policy works well, yet much remains to be accomplished. It is injudicious, therefore, in the partisans of the new policy to anticipate in every possible way the good which may accrue. The articles which have appeared in some of our contemporaries are calculated to have a mischievous tendency, and Sir Andrew Clarke may well ask to be spared from the laudation thus indiscriminately offered him. The wonderful accounts of the results of "investments in agriculture" should be received with caution. There is, no doubt, much to be done, which,

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if well done, will prove very remunerative. The immense profits spoken of can only be obtained after the expenditure of time, money, patience, and great perseverance.

THE German Minister of Commerce at Berlin has announced to all Chambers of Commerce and mercantile bodies whom it may concern that in consequence of the efforts of the German representative in Yedo, the Japanese Government has declared itself willing to permit German vessels for a fixed fee to obtain coal from the Takashina pits, and to continue their voyages thence without calling again at Nagasaki.

THE expedition for the exploration of the Western China route, which has started from Rangoon for Bhamo and Momein to Talifoo, will terminate at Shanghai, and effect a complete survey and report of the Yangtsze valley. Besides the names we have given in a previous issue, we understand that Mr. ALLEN, Interpreter, of the China Consular Service, has joined.

BY a telegram which we publish in another column it will be seen that the progress of the Dutch in Atchin is still described as "unsatisfactory." It appears very doubtful if the campaign will be brought to a close this season. The resignation of Governor-General LOUDON will further complicate matters.

THE troopship *Adventure* arrived at Hong Kong on the 22nd inst. with the Marines from Yokohama, *en route* for England. As no reinforcements are under orders, we presume that the withdrawal of this force from Yokohama has been finally decided on by the Foreign-office.

THE Emperor of GERMANY has granted an audience to Prince YOSIHISA, the uncle of the MIKADO.

Literature.

The Aborigines of Northern Formosa. A Paper read before the North China Branch of the R.A.S., Shanghai, 18th June, 1874. By EDWARD C. TAINTOR, A.M., F.R.G.S., Commissioner in the Chinese Customs Service. Privately printed at the Customs' Press, Shanghai : 1874.

At least two thirds of the island of Formosa are inhabited by aboriginal tribes, who are for the most part in a savage state, and it was to a study of those living in the northern—or, more strictly speaking, in the north-eastern—part of the island that Mr. Taintor applied himself during his official residence there ; the greater part of the information given in this interesting paper was, however, derived from a visit which he paid to a point some fifty-four miles south of Kelung, where a colony of semi-civilised aborigines had recently been established under the leadership of a foreigner.

The aborigines of Northern Formosa are of two races, very different in appearance, and, indeed, in almost every respect. The one is partially civilised, and adopts some Chinese customs ; these are called in the local Chinese dialect *Pepo hwan*, or savages of the plain, *pepo* being a corruption of *ping-pu ;* they are also termed *shek fan* (in mandarin *shu-fan).* The savages proper constitute the other race, their various clans being included under the designation *shêng fan.*

The Pepos, who call themselves "Kabaran," are the medium of intercourse between the Chinese and the savages, and some 4,000 of them inhabit a fertile valley, which commences twenty-five miles south of Kelung and extends to Suao Bay, a distance of fourteen miles ; its popular name is Kapsulan, but it is officially called Komalan, and was erected into a ting district in 1812. "The Pepos," says Mr. Taintor, "present a great variety of face, especially among the women. Many of the men . . . are tall and straight, and much superior in physique to the Chinese. They have a much more frank, open, manly expression of countenance than the latter, and this is greatly heightened by their eyes. The women are small and slender, and although marrying young, do not appear so prematurely faded as the Chinese women. Some of them had really handsome, regular features ; others were extremely ugly. Some of them are of a clear olive colour—others as dark and coarse as Malays. Their finest features are their eyes, which are uncommonly large, round, and full, with an iris of a deep rich black, and languid as a Spanish belle's. . . . . The women are simple, *naïve*, and curious, and have none of the affected prudery of the Chinese women." The Pepos are fishermen or hunters according as they live on the coast or in the interior, and some of them cultivate a little ground ; their women do most of the drudgery, and when not otherwise occupied, they are engaged in weaving cloth. Mr. Taintor "found it extremely difficult to get any satisfactory ideas regarding the religious beliefs and superstitions of the Pepos," but he gives an account of some curious ceremonies which he saw or had described to him, one being apparently of a quasi-religious nature.

The *Shêng fan*, or savages proper, of whom the principal clan is the *Yukan*, are smaller men than the Pepos, and inferior to them in appearance. Mr. Taintor states that they intermarry very closely, that their skulls are of the pyramidal rather than the oval type, and that their eyes are not so large and full as those of the Pepos, nor yet so almond-shaped and oblique as those of the Chinese. Their hair is coarse, straight, and black, uncut and unshaven, but carefully gathered into a bunch at the back of the head. Their women are remarkably short and thick-set ; very low foreheads predominate in both sexes, and their whole expression is destitute of intelligence. They all tattoo the face in dark blue lines with indigo ; and, remarks Mr. Taintor, the "broad band of sombre blue, running across the whole face of the women, adds materially to their prevailing natural ugliness, and should be a far more effective safe-guard for jealous husbands than even the blackened teeth of the Japanese women," One of the most singular customs prevalent among them is that of knocking out the eye-teeth of all the children when they reach the age of six or eight years, in the belief that it strengthens their speed and wind in hunting ! Their whole mode of existence is primitive in the extreme ; they live chiefly by the chase, but they also cultivate a few things like sweet potatoes, yams, ground nuts, &c. ; they grow tobacco, and its "name, *ta-ba-ka*, is sufficient evidence of its introduction among them by either the Dutch or Spanish colonists ;" their huts are about as simply constructed as they well can be, poles and grass being the materials employed : lastly, we may mention that " they bury their dead standing upright, and their weapons and utensils are buried with them."

It is to be regretted that Mr. Taintor did not think it worth while to give us some more detailed information with regard to the camphor trade in its various aspects, instead of merely quoting a couple of paragraphs from an old Customs' Trade Report, especially as he considers that Formosa possesses an exceptional interest and importance from the fact of its being the principal source of the camphor supply of the world. He concludes his valuable contribution on the Formosan aborigines with some notices relating to them, "condensed and translated from the *Komalan-ting Chih*, the geographical and statistical description of the Komalan or Kapsulan valley," and with a quotation from the *Tung-chêng Tsi*, which is "noteworthy for the sentiments expressed as to the proper method of dealing with the savages." Among the former the account of the way in which the aborigines make wine is curious ;—"Their wine," it is stated, "is made from glutinous rice. Each person takes a handful of rice in his mouth, and masticates it until soft. It is then put into an earthen jar, and by the next day it has fermented, so that by adding water wine is produced. They consider very sour wines the best."

In an Appendix to his Paper Mr. Taintor gives a comparative vocabulary of the Kabaran (Pepo) and Yukan (Savage) dialects, comprising 378 words of the former and 135 of the latter. In several instances he adds the corresponding expressions in Malay, Javanese, and the languages in use in the Philippines, Madagascar, &c. ; and the coincidence, actual or approximate, is in many cases certainly very striking.

If the visit of the Shah of Persia to Europe has been unproductive of any real good to his Persian subjects, it has at least had the result of developing the literary resources of his Majesty. The *Diary of the Shah's Tour through Europe* is a quaint narrative, and that portion of it which relates to England is most amusing. Of all the sights shown to the Shah, none seem to have gratified him more than the wax exhibition at Madame Tussaud's, and it is not unlikely that Teheran will one day rival London in its wax-work exhibitions. The journey through Europe was a source of continued wonder, commencing in Russia, and increasing at every fresh stage until it finally reached the culminating point here in England. The Shah was much impressed with the appearance of the crowds who greeted him on his journeyings through London, and he is rather inclined to believe that the homage paid him by a curious mob was due to his importance as a ruler, a surmise it would be perhaps unwise to undeceive him about. The Diary is an interesting supplement to the journey itself, and when we add that the publisher, Mr. John Murray, of Albemarle-street, has spared no pains in the embellishment of the volume, we feel sure that it will be sought for by all those who wish to renew their acquaintance with an Eastern Sovereign whose popularity was so unbounded during his stay amongst us.

Mr. Jones, the first part of whose pamphlet, *The Million on the Rail, and Railroad Dividends*, we have noticed, has now issued a second portion, in which he gives an exhaustive review of the traffic on the various railways, with a view to adducing evidence in support of the arguments introduced in the earlier part of the pamphlet.

In "The Light of Fern Glen," by Mr. H. Holt (Marlborough and Co.), we have a very pleasant story, well told. It is a welcome addition to our Christmas literature.

The official report on the Vienna Exhibition ordered by Government has been issued, but presents no new feature of interest.

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GERMANY.

(FROM OUR OWN CORRESPONDENT.)

Hamburg, Dec. 22.

Since I sent off my last letter nothing further has been done in the German Parliament with regard to the new Bank Law, about which the Committee of twenty-one members and the Federal Council have, however, come to an understanding as reported below, before it is brought forward again. In the meantime the House has been busily engaged in discussing the Budget of 1875, it being of great importance to get through with it before the adjournment of the House for the holidays.

One item of the Budget that was quite new, and will no doubt be appreciated by your readers, is a sum placed on the Estimates for the establishment of a Scientific Institution to be founded at Hamburg under the name of the "Deutsche Seewarte," or Marine Observatory, the practical benefits to be derived from which must be apparent to every one connected with commercial affairs, navigation and insurance. In the preamble of the Bill and the explanatory "Motives" it is described as having for its object to extend the knowledge of the sea and all the branches of science connected with it; to observe the weather on the coasts of Germany and give warning signals to vessels if a storm may be expected; to promote the interests of navigation by utilising the observations made and collected; to test and correct the more important instruments used on board ship for the safety of life and property, such as the chronometers, sextants, and barometers; to collect and journalise the physical relations of the sea and meteorological observations made during the voyage of a vessel from a distant country; to form a collection of maps and charts of the more important coasts and harbours; to make observations on magnetism, and especially its effect on the deviation of the compasses in iron ships; to compile handbooks for the safest and quickest route for different voyages; to edit and publish a periodical containing the most recent discoveries and information that may be of practical utility to ship-masters, and to give them every advice and assistance they may stand in need of.

In the debate that ensued a Member proposed to extend the field of operations to keeping a strict watch on the encroachments or recession of the sea, and a control over the safety of the dykes that preserve the low country near the sea from those fearful inundations that have from time to time done such fatal injuries to Holland, Denmark, Heligoland, and other lines of coast. Mosle (the member for Bremen) warned the House against passing this amendment, as being out of the bearings of the proposed institution. In this he was supported with all the weight of Government by General von Stosch, the Head of the Admiralty, who pronounced it as simply a local question, and one more suited for land-surveyors and road-makers who are closely connected with earth-works. The amendment was consequently thrown out. Captain St. Paul-Hillaire, of the German Navy, moved that the Sea Observatory be considered a branch of the Hydrographical Department of the Admiralty, which was accepted without a division. Herr Schmidt, member for Stettin, objected to Hamburg as the seat of the Institution, as not being so well suited for the purpose as Berlin, which, though more inland, has telegraphic communication with all parts of the coast, whereas at Hamburg new wires would have to be laid in every direction. If it was urged that at Hamburg the officials of the Observatory would be in direct and *viva voce* relations with the captains and shipmasters of all countries and from all parts of the world, it should not be lost sight of, that at Berlin it would have the support of the Academy of Sciences, the University, the Observatory, and other scientific institutions. These objections, however, found no favour with the House, the Bill was passed in its original form with the amendment of Capt. St. Paul-Hillaire to place the Institution under the orders and control of the Admiralty. The sum placed on the est mates for the purpose, and passed without a murmur, was 50,000 reichs marks for salaries and remunerations, as also 24,800 marks for fitting-up expenses, signal stations, telegraphic instruments, wires, &c.

The proposals laid before the Parliamentary Committee by President von Delbrück, with regard to the new arrangement of the Bank Law, with a Central Bank, state that the present Bank of Prussia shall be changed into a private Bank under the control and management of the State, with a working capital of 120 million marks, one half of which to be raised by the sixty millions belonging to private individuals, and the other half by subscription. The present shareholders, if willing to forego their claims to the Reserve Fund of the Bank of Prussia, will receive an equal nominal amount of shares in the new concern in exchange for their present shares. Shareholders who decline these terms will be paid off at par, and the sum required for that purpose, as well as the other half of the capital, will be open for public subscription in the form of new shares. The notes of the new Reichsbank will be taken at full value by all public offices in Germany; Prussia to receive back its capital of 1,906,800 thalers, with one-half of the Reserve Fund. The Bank of Prussia to receive an indemnity of five million thalers, for loss of commission and profits connected with loans negotiated and still pending. The amount of uncovered bank notes not to exceed 380,000,000 marks, which are liable to the annual duty of one per cent. In this sum the Reichsbank may participate to the extent of 250,000,000 marks, Bavaria 32,000,000 marks, the Saxon Banks 24,000,000 marks, the Prussian private Banks, exclusive of the Bank of Frankfort, 12,988,000 marks, the Banks of Frankfort, Wurtemberg, and Baden, and the Bank for South Germany, each of them 10,000,000 marks, and the other Banks of Issue, together 21,012,000 marks, making the above total amount. A new paragraph is added, to the effect that those Banks of Issue, whose privileges expire during the fifty years for which the Reichsbank is chartered, those privileges are transferred without further legislation to the last named Institution. The other alterations are merely in the wording of the draft required to suit the above. In this state it will probably be brought before Parliament.

The appointment of Consul-General at New York for Germany, which has been vacant some months by the occupant, Dr. J. Rösing, being recalled to fill an important and influential post in the Foreign Office at Berlin, has been definitely filled up, the appointment being given to Dr. H. A. Schumacher, a native of Bremen, hitherto Diplomatic Agent in Central America, who, we further learn, has safely arrived at New York, after a long and perilous journey overland from Santa Fe de Bogota.

A few days ago Herr Mosle, Member of Parliament for Bremen, had the honour of an audience of H.M. the Emperor, to present the first copy of the work on the Second German North Polar Expedition, when he informed his Majesty that it was the intention of the German Geographers to send out another expedition in the spring of 1876, provided Parliament would provide the funds. The Emperor spoke very favourably of this fresh undertaking, and promised his cordial co-operation and support.

Arrivals at Hamburg from the Far East.—Herr Bahre, from Batavia; Griese, from Rangoon; Noebel, from the Amoor; Consul E. J. Erdmann, from Samarang; Roedecker, from China; Fr. Grobien, from Hong Kong.

COMMERCIAL.

The Produce Markets being closed on account of the holidays there are no transactions to report. The Share Market is, however, open, and the shares of most of our Banks are steady. The Norddeutsche Bank has just moved into its splendid new palace in the street called "Neuerwall," where also the offices of the International Bank are now transferred, they having rented a suitable set of offices of the former.

SHIPPING.

Arrived.—Ulva, from Singapore.

Sailed.—Egeria (str.), for Singapore and China; Catharine, to Hiogo; Anna, to Hong Kong; Carl and Auguste, to South Sea Islands.

The frost has set in again with great severity. The navigation of the Elbe is not entirely interrupted, but greatly impeded, and we shall probably have an opportunity of testing the efficacy of the steam ice breaker alluded to in my last letter.

The Hamburg-New York Company's mail steamer Silesia on her last homeward voyage had the satisfaction of saving the crew of the British ship Brierley in mid-Atlantic, and landing them safely at Plymouth.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.

Amsterdam, Dec. 22.

An important political event has transpired since my last letter. On the 19th inst. we were surprised by the news that Mr. Loudon, the Governor-General of Java, had presented his resignation. On the same day the Second Chamber held its last sitting for this year, and Mr. Van Goltstein was interpellated about this rumour. The Minister stated that it was true; Mr. Loudon had repeatedly asked for his dismissal, at first under certain conditions, and finally without any conditions. The King had accepted it, and Mr. Loudon's successor would be gazetted that very night. The reason? Well, the Minister said that there was some difference of opinion upon a certain subject; but we do not know what subject it was. I need not add that a good many speculative *on dits* were circulated about the successor to the Governorship, and when the name of Mr. W. J. Van Lansberge, our ambassador at the Court of Brussels, was mentioned, it was thought to be a hoax. However, it was quite true, Mr. Van Lansberge having been formally appointed. I hear he is a most able diplomatist but an Ultramontane, and till now has been an entire stranger to colonial matters. I think his appointment will cause a storm of indignation. His place at Brussels will, a rumour says, be filled by Mr. Gericke Van Herwynen, who is very partial to the Belgian capital. The leading Liberal paper, the *Handelsblad*, declares its astonishment that the Minister was so reticent with his information as to the reasons which led to Mr. Loudon's dismissal. Why did the Chamber not ask for more ample information? Was it a matter of no importance? Were the members asleep? But if we were surprised, the paper says, by the news, we were the more astonished on reading the name of his successor. It further states that Mr. van Lansberge is an absolute "know-nothing" as regards colonial matters, and at this time it is most necessary to appoint a Governor-general who is *au courant* with the topics of the day in Java. The *Handelsblad* is of opinion that there are black spots on our colonial horizon.

The Chamber is now in recess; but before leaving the Hague the members voted the last chapters of the Budget. The Minister of the War Department obtained a satisfactory majority, although his policy was criticised most severely. A shower of sharp remarks poured from all parts of the House, and poor Mr. Weitzel could hardly have expected his majority of fourteen votes. The main objection against his policy was that he wants seventeen millions a year to consolidate our means of defence, of which nothing is at present organised. This is, you will agree, annoying. If we pay such an enormous sum we like to obtain something for it. It is of no use to throw the money out of the window. The present state is bad, but I think the future will be still worse. The Minister stated positively that he is quite unable to spend the money in a more productive way; he will want even still more money, notwithstanding that the vote for our means of defence has been doubled within a few years. The reason that his estimates were not rejected was, that we have had a succession of Ministers for this department without gaining one step in the right direction. The members were withheld from saying "No," by the fear that the successor of Mr. Weitzel might be still worse than he is. And, indeed, he is a most able man; such is the general opinion. Perhaps a parliamentary *enquete* will be opened in order, if possible, to find out the reasons why we spend such enormous sums for military purposes with no practical results. With the Colonial Budget the debates were closed. Several members attacked the Minister, Van Goltstein, and declared openly that he had no system. When he was member of Parliament he was a Conservative, whilst he now seems to be converted into a Liberal. Messrs. Kuyper and Gratama wished for more explanations about our policy in Atchin. The

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first-named member asked what the new Cabinet had altered in our Atchin-policy? and if we are still involved in a war with that country? also whether this Cabinet made themselves answerable for the declaration of the former Cabinet, that we were quite in the right when we went to war? Mr. Van Goltstein answered that he was obliged to accept accomplished facts; the Government does not approve the policy that led to the war, but it was now its duty to carry it on: *J'y suis j'y reste.* In the meantime all that was possible would be done to terminate the war. He did not know anything about bad reports, and he stated that there were no reasons for uneasiness. The end of this unimportant debate was that the Budget was carried by 65 ayes against 2 noes. With a tournament between the Minister of the Financial Department and some members, who have built *Chateaux en Espagne*, about free trade, abolition of the taxes on soap, salt, sugar, &c., the sitting ended. The members will now rest for three or four weeks. When they re-assemble they will deal with the fortress system —the "to be or not to be" of General Weitzel. The members of the First Chamber met yesterday for the despatch of business. I think the debates in our Senate will be very dull, there being not the least intention to overthrow the Cabinet.

The committee at the Hague that made an appeal to the public to back them in their endeavours to substitute cremation for interment has had success. More than 200 persons have intimated that they were willing to become members of a cremation society. Amongst them were many ladies.

Mr. J. Heykamp, pastor at Schiedam, has been elected Archbishop of the Old Catholics in Holland.

Mr. Fransen van de Putte has left the Hague for a trip abroad. He will stay some months in Italy.

At the Bourse a lull prevails. The prices of the shares in the Trading Company have gone down enormously, as much as 4½ per cent. Rumours are current that the Company has undergone heavy losses by failures in Japan. Dividends for next year were offered at f.25 to f.28. We, however, must not forget that the Company is actually in a state of transition, and that the manager will "clear the ship." Bad debts will be written off and bad speculations set aside. That this influences the dividend is quite comprehensible, but there is no fear for the capital. The prices of shares of the East India Railway Company have advanced rather considerably. From the prospectus of the new loan I learn that till the 1st of January, 1876, only an amount of f.2,300,000 will be brought on the market. The price of subscription is 95 per cent., with an interest of 4½ per cent. The Company is of opinion that the future is most promising.

On the Produce Markets transactions have come to a stand-still. Only some very small parcels for direct wants have changed hands. The auctions, which were held last week, have, however, given fairly satisfactory results, although prices in most instances tended downward.

Our weather is horrible. Wind, storm, rain, hail, snow and just frost enough to make the streets slippery.

UNITED STATES.

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THE PRESIDENT'S MESSAGE.—CHINA AND JAPAN.

The full text of President Grant's Message to Congress, presented on the 7th inst., has been received. With reference to China affairs the President says:—Our relations with China continue to be friendly. During the past year the fear of hostilities between China and Japan, growing out of the landing of an armed force upon the Island of Formosa by the latter, has occasioned uneasiness. It is earnestly hoped, however, that the difficulties arising from this cause will be adjusted, and that the advance of civilisation in these empires may not be retarded by a state of war. In consequence of the part taken by certain citizens of the United States in this expedition, our representatives in those countries have been instructed to impress upon the Government of China and Japan the firm intention of this country to maintain strict neutrality in the event of hostilities and to carefully prevent any infraction of law on the part of our citizens. In connection with this subject I call the attention of Congress to a generally conceded fact that the great proportion of the Chinese immigrants who come to our shores do not come voluntarily to make their homes with us and their labour productive of general prosperity, but come under contracts with head men, who own them almost absolutely. In a worse form does it apply to Chinese women. Hardly a perceptible percentage of them perform any honourable labour, but they are bought for shameful purposes to the disgrace of the communities where settled, and to the great demoralisation of the youth of those localities. If this evil practice can be legislated against it will be my pleasure as well as duty to enforce any resolution to secure so desirable an end.

On the subject of Japan the President says:—It is hoped that negotiations between the Government of Japan and the Treaty Powers, looking to the further opening of the Empire and to the removal of various restrictions upon trade and travel, may soon produce the results desired, which cannot fail to inure to the benefit of all the parties. Having, on previous occasions, submitted to the consideration of Congress the propriety of the release of the Japanese Government from the further payment of the indemnity under the Convention of October 22, 1864, and as no action had been taken thereon, it became my duty to regard the obligations of the Convention as in force, and as the other Powers interested have received their portion of the indemnity in full, the Minister of the United States in Japan has, in behalf of this Government, received the remainder of the amount due to the United States under the Convention of Simonoseky. I submit the propriety of applying the income of a part, if not the whole, of this fund to the education in the Japanese language of a number of young men, to be under obligations to serve the Government for a specified time as interpreters at the Legation and the Consulates in Japan. A limited number of Japanese youths might at the same time be educated in our vernacular, and mutual benefit would result to both Governments. The importance of having our own citizens competent and familiar with the language of Japan, to act as interpreters and in other capacities connected with the Legation and the Consulates in that country, cannot be readily overestimated.

ON THE DUTIES OF JAPANESE MINISTERS ACCREDITED TO FOREIGN COUNTRIES.

(TRANSLATION.)

"Nichi-nichi Shimbun."

What are the duties for the discharge of which a Representative is sent to a foreign country and for which he resides at the capital of that country? It is necessary for us at the present moment to devote special attention to this question and to arrive at a clear comprehension.

Although there are Representatives of several degrees in rank, there is no difference between them as regards their powers as Envoys of their Sovereign and Representatives of their Government. The most important duty in connection with which they are sent to foreign Courts is to see that the treaties of friendship concluded between their own country and that to which they are accredited are faithfully carried out, and to exert every effort to protect the rights of their fellow-countrymen.

Is there any matter of such vital importance as the accrediting of our representatives to foreign countries? Is it because our people do not take the slightest amount of interest in the subject of our foreign relations that we have asked this question? Some say that the appointments are unnecessary, others that the representatives are sinecurists, or that the legations are places of ease and retirement to which certain members of the Government are as it were banished. Consequently we here enumerate the important questions relating to our present foreign relations in which the welfare of the whole country is concerned, in order to draw the attention of our countrymen to the subject, as follows:—

1. Revision of the treaties.
2. Causing foreigners resident in Japan to obey the laws of the Japanese Government relating to taxation.
3. To subject foreigners resident in Japan to the laws of our country.
4. To enable foreigners to travel in the interior of Japan.
5. Permission to foreigners to trade in all parts of Japan.
6. Freedom to believe (any creed).
7. Joint occupation of Sagalien by Japanese and Russians.
8. Korean question.
9. Formosan question.
10. The having asked the Emperor of Russia to arbitrate in the matter of the detention at Yokohama of the Peruvian slave ship.
11. The Simonoseki indemnity.
12. Japanese coasting trade.
13. Allowing foreigners to acquire real property in the interior of Japan.

If a single one of these questions is not arranged to the satisfaction of our Government, the evil effects will be an affair of importance enough to affect the thirty-two millions of Japan. The persons who take on their individual shoulders these grave questions are the Representatives who are accredited to foreign countries. The office of Representative is therefore more important than that of Councillor of State, Minister or Vice-Minister. But our people think nothing of these most urgent questions. They take interest in the Formosan Question alone. What surprises us most is that officials in the discharge of important functions, with the exception of those immediately concerned in foreign affairs, are frequently ignorant of them. Is it the fault of the Government that so much carelessness exists, or the fault of the people; or is any one else responsible? We believe that it is the fault of those who do not acquaint the people with what goes on. The carelessness of the Japanese people is not the fault of the Government. In foreign countries, when matters of such importance arise, they are minutely discussed by the newspapers, who explain to the people where the right lies, and the merits of each question. This is considered the duty of the newspapers. Is it not the fault of our writers that they omit to do the same? From ignorance of the urgent nature of foreign relations arises this carelessness. Representatives are called useless sinecurists. This is a very grave matter. We shall therefore record what we have learnt, and go into the questions in their order, thus hoping to make some compensation to the Government and to the people for our negligence.

THE MALAY PENINSULA.

("TIMES'" CORRESPONDENT.)

The recent debate held in our Legislative Council here on the subject of the conduct of this Government with regard to the Native States in the Malayan Peninsula must be considered as marking an epoch in the history of that policy of which the Treaty of Pangkir formed the inauguration. At the close of Sir Andrew Clarke's speech all the members testified their hearty adherence to what had already been done and their willingness to support the continuance of a course of action which has hitherto met with signal success, and which it may prove a not uninteresting study to review, more especially as far as it regards the present relations of the Straits Settlements with the several States in the Malayan Peninsula. To begin near home, then, our fast friend the Maharajah of Johore is developing *con amore* the resources of his Province. His steam saw-mills are now constantly at work, roads are being formed in various directions, and his Highness has just secured the services of an eminent civil engineer from the North-West Provinces of India to superintend his pet hobby. The line of railway which commenced some two years ago is now being rapidly pushed forward. In Sunghie Ujong, the long-standing disputes between the Datu Klana and the Datu Banda, which at one time threatened to disturb the peace of the neighbouring States, are at length being arranged, the Datu Klana having signed an agreement with our Government, by the terms of which he binds himself to collect no illegal taxes and to refer to arbitration any disputes in which he may be concerned. His opponent has not yet signed, but there is every prospect that the matter will soon be amicably settled, the Datu Banda's son having, within the last few days, come to Singapore and proffered to the Governor his services as mediator.

The Datu Purba of Rumbow, whose differences with this same Datu Klana at one time gave a good deal of uneasiness and paralysed

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all the trade between Malacca and the Lingie River, has also visited Singapore several times lately, with the view of seeking the assistance of the British Government in opening up the resources of his country, the tin mines of which have never yet been worked, owing to an ancient prophecy, which has been handed down from generation to generation, that ill luck would attend that ruler of Rumbow who first permitted minerals to leave his country. However, the present Datu is a bright, intelligent young man, and seems inclined to set at nought the ancient legend.

At Salangore the Sultan has for the last four months had an officer of the Civil Service resident at his Court, whose advice he invariably seeks in all important questions, and whose expenses his Highness has volunteered to defray, and does punctually defray, to our Exchequer by monthly instalments. Indeed, so converted to more enlightened ideas has this old monarch become, that he has issued a proclamation notifying "all whom it may concern," that he has been pleased to consent that in future all revenue shall be collected by the agent of the British Government, and that he will grant concessions on liberal terms to all settlers, guaranteeing to them the same security of life and property that they would find under the British flag. Of this proclamation there is little doubt that many will avail themselves, for the district of Salangore, especially the neighbourhood of the Langat River, is admirably adapted for the cultivation of tobacco, sugar, and tapioca. To proceed still northwards, the State of Perak is just now most interesting. In that part of Perak known as Laroot, the industrious Chinese are busily working the tin mines, and now that they have been unmolested for some months they are working them with such good effect that it is estimated that the revenue derived from this district alone will reach $100,000 a year, and Captain Speedy, the Acting Resident, is actively opening up roads, forming reservoirs of water for the mines, and carrying out other works of public utility. Of course there have been difficulties; some of them grave enough to cause for the moment much anxiety, but prompt and vigorous measures have checked and removed them in their commencement, and instead of leading to a series of complications, their speedy suppression has rather fostered confidence in the Power which has overcome them, and tended to restore that European ascendency which, once firmly implanted among the natives, will probably in itself suffice to prevent a recurrence.

There has been, too, a difficulty on the east coast in the State of Pahang between the Bandahara, as Chief, of that Province, and the Maharajah of Johore, originating in a murder committed by some of the retainers of the former, who were stationed as head men on the River Indau, the frontier between the two States. There has been for years past an ill-feeling between these two Princes, who are relations, and we all know how bitter quarrels among kinsmen can become, and, a political motive having been assigned to the deed, the complication threatened to become so serious that Sir Andrew Clarke proceeded thither in person with Her Majesty's ships *Charybdis*, *Hart*, and *Avon*, and after a preliminary visit to Indau held an interview with the Bandahara and advised him to institute a searching inquiry into the matter in co-operation with the Maharajah, who was only too willing to abide by the decision of our Government. With such good results was this interview attended that not only did the Bandahara appoint three of his chiefs as Commissioners to proceed to Indau and commence an investigation, but he has since written to the Governor acquainting him how the inquiry was proceeding, and soliciting his good offices in procuring for him labour to enable him to reopen the rich gold mines with which his country is teeming. Such labour there is never any difficulty in obtaining, Chinese coolies being plentiful throughout the settlements, and willing enough to work, if only they can do so with security to life and property; but there is no doubt that these Chinese require European experience to direct them. The returns for investments made in agriculture are both high and rapid. Tapioca yields some 20 per cent.; sugar, 25 to 30 per cent.; and in tobacco the profit seems so fabulous that I would hesitate to give credence to the estimates had I not been positively assured by an English planter of experience, who has just returned from inspecting the cultivation of that plant in Sumatra, that in some cases the returns were during the first year 50 per cent. and in subsequent years cent. per cent. on the outlay. This is a young country in agriculture, with a virgin soil rich in alluvial deposits, and a climate so unvarying that there is but little dread of those droughts or floods to which in less-favoured climes planters and farmers are exposed. True that the planting of tobacco has hitherto not been carried out on any large scale in the peninsula, but on the opposite coast of Sumatra the experiment has been tried under similar conditions with the results above quoted, and the tobacco obtained is said to be good enough to form the outside leaf of manufactured cigars. In Sumatra, too, there is difficulty in extending the experiment, labour being difficult to obtain in the Dutch Dependencies, a drawback which does not exist in our settlements, where the liberal rule of the Government attracts coolies in large numbers from China and from India.

KOREA AND JAPAN.

The relations between Korea and Japan have for some time been in an extremely critical state. The Koreans, proud of their successful resistance to the French and American invasions of their coast in 1866 and 1871, have been in the habit of looking with contempt on their less conservative neighbours, and have viewed with loudly expressed dissatisfaction the—as they consider—undue concessions which the Japanese Government have made to foreign demands. Not long since it was reported that the King of Korea had stamped under foot a letter addressed to him by the Mikado, and a few months ago the people showed themselves to be in accord with their Sovereign by burning down a village on the coast peopled by Japanese settlers. Now we learn that all this has been changed, that the Korean Government is profuse in its expressions of goodwill towards Japan, and that the prominent members of the anti-Japanese party have been cast into prison. The difficulty of gaining any insight into the political workings of these far distant States is such that we are thankful for any light that may be cast on the subject, more especially when that light is derived from purely native sources. Of the motives which gave rise to this change of front on the part of the Korean officials the writer of a letter to the *Nisshin Shinjishi* supplies a very reasonable account. The writer, who signs himself "A Waiter for a Good Opportunity," and who describes himself as being a Samurai from the Nagasaki district, reproduces in his letter, an epitomised English version of which appears in the *Japan Mail*, the substance of a communication which he had received from a well-informed friend on the state of politics in Korea. From it we learn that in June last a Japanese Envoy, Moriyama Shigeru by name, was sent to Korea. On reaching the capital he found that the King's Government was much alarmed at the magnitude of the preparations which Japan was making for the Formosan expedition, as they feared that should the Japanese return in triumph the forces which would then become disposable would be turned against themselves. Under these circumstances, Moriyama found the task of "dispelling the ingrained illusions of years" a comparatively easy one, and the Government was at length induced "to recognise the favourable sentiments cherished towards it by Japan." The next step was to secure that punishment should be meted out to those "officials who ever since 1868 have been hostile to Japan," and though the "Waiter for a Good Opportunity," professes to shudder at the severity shown towards these offenders—of whom he relates that the Governor of Toraifu has been banished; that the Kundo, the official in charge of Japanese affairs, has been thrown into prison; that the interpreter, Saizaishu, has been put in irons and confined in a strong gaol; that all their confederates have been arrested and that their property has been confiscated—we cannot but suspect that a word from his countryman, Moriyama, would have mitigated the severity of these sentences, or that at least his influence would have been sufficient to have saved the Kundo and Saizaishu from the fate which is said to await them of having "their heads exposed by way of satisfaction to Japan." The fear which had overspread the land must have been great indeed if, as we are told, "all the inhabitants now feel as though the gloom of night were dispersed, and hold feasts of congratulation. The Korean officials," also, "at their interviews with us, showed their regret for the past and their wish to be guided by us for the future, and try earnestly that friendly relations may be cemented." These words and sentiments, aptly remarks the writer, "greatly resemble those of a defeated general declaring that he surrenders himself." Moriyama appears to have personally reaped some of the benefits of this change of feeling. Verses were written to his honour, and every demonstration of respect was shown towards him. "We are well acquainted," said the Korean Ministers to him, "with the power and prosperity of your honourable country. Your eloquence is better than a million soldiers." But such cajolery fails to impose on the "Waiter for a Good Opportunity," who, with Bismarkian frankness, adds, by way of comment, "While by such flattering speeches they try to appease our anger, they unmistakably betray their own faintheartedness."

PACIFIC MAIL COMPANY INVESTIGATION.

(NEW YORK TIMES.)

The Pacific mail jobbers must now meet the charges against them before a committee of Congress. The Ways and Means Committee, finding an inquiry into the affairs of this company upon its docket of unfinished business, has taken the case immediately in hand. Yesterday, at a secret meeting of the committee, subpœnas were issued for several persons, whose testimony was desired, and the members pledged themselves to secrecy till announcements of the service of the papers was received. The late President Sage, Rufus Hatch, and C. K. Garrison have been summoned. A subpœna was forwarded for Irwin, who is credited with disbursing the funds by which the subsidies were pulled through Congress, but service upon him has not yet been made, though measures have been taken to secure his attendance. The investigation will probably be public. There is no doubt that if the facts can be obtained the inquiry will make a genuine sensation. Garrison has said things privately in New York, which have come to the knowledge of members of the committee, that, if repeated here, will bring some members of Congress into the case. He is reported to have said, for instance, that a certain Congressman threatened his life if he should testify to the truth. Congressional investigations have not usually accomplished much, but the success of the Committee on Ways and Means last winter with the Sanborn frauds gives hopes of its clearing up the mysteries of the Pacific Mail. The Committee on Ways and Means will begin the investigation as soon as the witnesses summoned arrive, which may possibly be to-morrow. The examination by this committee will be confined to inquiries as to the use of money in Congress in securing the passage of subsidies. Whatever developments of the other affairs of the company are made they will be incidental to the inquiry in this direction. It ought to be said in this connection that the attack upon Mr. Garfield for reporting from the Appropriations Committee the appropriation for the continuance of this subsidy is exceedingly unjust, for the Appropriation Committee has not only not reported it, but has not yet acted upon this item in connection with the Appropriation Bill.

Some disclosures were recently made at Washington with regard to the Pacific Mail subsidy. A Mr. Parsons, a member from Cleveland, Ohio admitted that he had received money for securing the passage of the Pacific Mail subsidy. He was at the time the Bill was passed Marshal of the United States Supreme Court, and he had the reputation not only of lobbying for the Pacific Mail subsidy, but of spending some of the money for the Taxes Pacific Railroad.

THE ACTING AMERICAN MINISTER AT PEKING

THE RECENT CHINESE REBELLION.

Chargé d'Affaires Williams, writing to the Secretary of State under date of Peking, February last, speaks of the reduction of the last

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stronghold of the Mohammedan rebels who controlled the north-western provinces of Shensi and Kansuh for more than ten years. He shows the merciless nature of Chinese warfare, and the rancour of war as aggravated in this rebellion by the bitterness of religious bigotry in which the Mohammedans excelled. There is no reason for doubting the statements here given, and as the rebels had themselves given no quarter, I suppose they expected none. The insurrection thus ended has left large portions of these two provinces nearly depopulated, and years must elapse before they can recover from the desolation of war. In cases where these rebels, who are said to be all pure Chinese, and not Turks, met bodies of native Catholics in their progress, they are reported to have always spared their lives if not found in arms. The capture of Suh-Chan brings to an end all organised rebellion within the borders of China proper, or the eighteen provinces. It began in 1848, in the towns lying west of Canton City, and, through the mismanagement of the provincial authorities, its leaders waxed stronger and more desperate, and, under the name of Taepings (Great Peace), nearly succeeded in dismembering the Empire. They were finally subdued in 1865. After the capture of Nanking the Mohammedans rose in array in the south-west and north-west, where they set the Imperialists at defiance for ten years or more, but are now no longer formidable, and the few chiefs who may have escaped with a small following will not be able to gather head in those devastated districts. The manner in which orderly government, trade and rebuilding in the ruined towns has revived in those departments in the Valley of the Yangtsze, which were left almost like a wilderness in 1865, leads me to hope for a similar reviving in the western provinces.

CHRISTIAN MISSIONS IN KOREA.

Mr. Williams says, March 30:—A Roman Catholic bishop, whose diocese comprises a part of Manchooria and the region contiguous to Korea, has lately reached Peking from Newchwang, and brings an account of an entire change in the Government of Korea within the last three months, and the removal of the ruler who had usurped the chief authority during the past fifteen years. The change has been brought about without bloodshed, and the Bishop ("Monsignor R.") looks forward to a peaceable state of their missions, seeing that the new authorities are favourably disposed toward foreigners and Christianity.

Monetary and Commercial.

The directors of the Canada Company have decided to recommend, at the meeting on the 31st inst., a dividend of £1 per share for the half-year ending the 10th prox.; also to divide a further sum of £2 per share as a twelfth instalment, in repayment of the paid capital of the company.

The directors of the National Steamship Company have, out of the insurance account, declared a dividend for the half-year ending the 31st inst. of 6s. on each Original share, and 3s. on each Preferential share, free of income-tax, and payable on the 1st prox.

The Board of the Buenos Ayres Great Southern Railway Company (Limited) have declared a dividend at the rate of 7 per cent. per annum on the Ordinary Shares of the company for the half-year ending 30th June last (carrying forward a balance of £13,865), payable on the 1st proximo.

The directors of the Colonial Bank have decided to declare at the half-yearly general meeting, to be held on the 7th prox., a dividend upon the paid-up capital of 7½ per cent. for the half-year ending the 30th June last.

The directors of the Peel River Land and Mineral Company (Limited) have decided to recommend to the proprietors at the annual general meeting to be held on the 15th prox., a second dividend of 2½ per cent., which will make, with the interim dividend of 2½ per cent., paid on account in July last, a total distribution of 5 per cent. for the year ending June last.

The directors of the Bank of Roumania have declared a dividend at the rate of 5 per cent. per annum, payable on the 1st proximo.

The failure is announced of Messrs. Robert Maxwell and Co., of Mincing-lane, with liabilities estimated at £100,000, and their suspension involves that of Maxwell and Co., of Madras. The books of the firm have been placed in the hands of accountants. The failure is also announced of George O. Brown and Co., flax export and import merchants, of Dundee, with liabilities amounting to about £30,000.

In our last we noticed the difficulties of Findlay, Wade, and Co., Shanghai, and that a meeting of creditors of Capt. Findlay had been held in Greenock. As an interim measure, it was decided that Mr. Findlay should execute a trust deed, subject to the approval of the creditors.

The firms of Bourjau, Hubener, and Co., of Hamburg and China, and of Macgregor and Co., Hong Kong, are also reported in difficulties.

The joint official liquidators of the Albert Life Assurance Company announce that they have absolutely completed the payment of dividends to the creditors of the amalgamated companies, and that no further returns can be made.

The China Trans-Pacific steamer *Vasco de Gama* is reported at San Francisco on the 22nd in seventeen days from Yokohama.

The market for Bar Silver continues tolerably firm at 57½d. per oz., at which rate the amounts to hand this week have been taken. Mexican Dollars have been sold at 56d. per oz.

ARTICLES OF IMPORT.

Business in the Produce Markets has continued to exhibit the quietude incidental to this period of the year. No alteration of any importance has occurred, and the only change perceptible is a slight improvement in Rice, Silk and Tin. The Markets closed yesterday for the Christmas Holidays, and will reopen on the 5th proximo.

TEA.

The Market is virtually closed till after the Christmas recess, and as the trade for some few weeks past has been buying simply to supply current wants, and mostly of teas offered at auction without reserve, the stocks held must have run down to a low point. The position as regards figures reads highly satisfactory; the home consumption will reach 5,000,000 lbs. in excess of any former period, and the export department compares favourably, taking into consideration that so little common tea has been shipped to Russia this season. Prices for nearly all grades are very fair, but we question if any teas are giving a profit on import cost. There being no doubt that the season of 1874-5 is closed at the various shipping ports, and that under any circumstances nothing but rubbish can be obtained to swell supplies, should any be shipped, it is clearly to the interest of importers not to force business the coming year. The position of Green Tea is not satisfactory, though prices ruling are lower than for some years past. It is to the high cost in China that the blame must be laid which has led to the heavy losses of late. The consumption is about the same as during the years preceding the Taeping rebellion, but prices in China seem to be from 10 to 15 per cent. higher. The Adulteration Act, still in force, has, doubtless, interfered with sales, though we have heard of no prosecutions for some months. Indian Tea has barely kept up to the deliveries of last year, yet it now holds a firm position in the market, and without doubt will, every year, more seriously check the consumption of China growth of fine quality, unless the latter, which we doubt not, can be imported to compete with it. Accounts from India speak of a largely-increased area of land being brought under cultivation, and it is but natural that so profitable a field for capital will be eagerly availed of, and an important increase in supplies will follow.

SILK.

There is nothing new in the market; a little more inquiry for China Silk is showing itself, and prices seem steady at 12s. 6d. for fair 5, 15s. 6d. for Blue Elephant, and 19s. to 19s. 6d. for best chop thirds; some little business has been doing lately on this basis. Canton Silk is quiet, and 11s. 3d. is the best offer now made for market No. 4 Tsatlees; Japans are neglected, as also Bengals. Deliveries of China Silk are fair.

COTTON.—The market continues to exhibit a want of animation; the small business transacted, however, has been at steady rates.

COFFEE.—The concluding public sales of the year, held 22nd inst., passed off with very good spirit, and the small supplies offered were taken off with a good competition, at 1s. to 2s. per cwt. advance. The Plantation Ceylon, including a small quantity per steamer Burmese, amounted to 86 casks 15 tierces 9 barrels 67 bags, and the whole sold, good middling at 103s. to 105s., middling at 100s. to 102s. 6d., low middling at 97s. to 92s., small at 92s. to 94s. 6d., peas at 118s. to 121s. 6d., and triage at 82s. to 87s. 6d.

CAMPHOR has been very inactive; about 150 cases have been quitted at 71s. 3d. to 75s. per cwt.

COCOANUT OIL.—Ceylon is firm at the last quoted rates.

GAMBIER is firm and a small private business has been done at 25s. 6d. to 26s. per cwt.

GALLS.—Prices of China are rather easier; about 250 cases good sold, chiefly at 61s. 6d., but more recently a few cases dark at same figure.

HEMP.—Manila has been quiet at the previous value; about 1,000 bales have been sold privately at £31 15s. to £33 per ton for mixed to fair quality.

INDIA-RUBBER.—Market steady; of 109 cases Borneo at auction, a few sold at 11d. to 11¼d. for common foul; good quality is worth 1s. 3¼d. per. lb.

JAPAN WAX.—Large sales have been effected privately at easy rates; 32 bags grey yellow, greasy unbleached, sold at 32s. per cwt.

PEPPER.—*Black* has continued dull, with small sales of Singapore at 6 7-16d. to 6½d.; Penang at 6⅛d. to 5⅞d., closing sellers at latter figure. At auction, of 807 bags offered, barely half sold; Singapore at 6¼d. *White* has been in better demand and slightly advanced; at auction, of 764 bags, about 500 sold; fair to good 8⅝d. to 8⅞d. Privately 500 bags at 8¼d. to 8⅝d., full terms.

RATTANS.—Market quiet; of 17,722 bundles offered at auction two-thirds were sold at 1s. 2d. to 3s. 3d. per 100 canes for ordinary to middling.

RICE.—The business on the spot has been almost nil. There has again been a good demand for floating cargoes of soft grain, and two have been announced at higher prices; one Rangoon, October sailing, at 10s., Liverpool quay terms, and one Bassein, per Walls Castle, August sailing, containing 960 tons, at 9s. 9d., Liverpool quay terms.

SPICES.—*Cinnamon*: There has been a fair small trade, chiefly in the bought-in lots of last quarterly sales, at sales' rates, and a few lots of fine in second hands at a slight advance. *Cassia Lignea*: Market steady: and 350 cases at public sale were sold at 56s. for coarse mouldy unworked; sales of good at 59s. to 59s. 6d. for small lots, closing rather firmer. Afloat offering at 60s. *Buds*: Steady: but nothing done. *Cloves*: Penang are very scarce and firm. *Mace*: The market continues quiet; and sales are of small extent. *Nutmegs*: Quiet; and of 122 cases offered about half placed; 96's at 3s. 3d.; 134's to 122's at 2s. 8d. to 2s. 11d.

SUGAR.—The dullness previously existing has continued and scarcely any business has been done during the week. The only sale of East India has been 14,000 bags clayed Manila at 20s. per cwt.

SAGO and TAPIOCA are without change.

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Sapanwood continues scarce and firm; 6 tons Manila of fair quality sold at £10 10s., and 4 tons Ceylon at £12 per ton.

Tin.—Business has continues steady, and prices show a slight advance for Straits. Subjoined are the closing quotations:—Straits on the spot £94, afloat £93 to £93 10s., Banca £100, Billiton £95 per ton.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Dec.16	Kortenaer	Walker	Batavia	Portsmouth
18	Winlow	Barker	Do.	Liverpool
	Evening Star	Asburn	Singapore	New York
	Olivia Davis	Mantle	Do.	Do.
19	Glenfinlas (s)	Wilcox	China & New York	London
24	Pieve Superiore	Brunelli	Singapore	Do.
	Cesare Becharia	Pastorina	Bassein	Falmouth
20	Dartmouth	Pizzey	Shanghai	London
21	Moss Rose	McFee	Akyab	Do.
21	Olympia (s.)	Paulsen	China, &c.	Do.
21	Margaritha Delfino	Stagno	Akyab	Off Deal
22	Lavagna Seconda	Cauci	Rangoon	Plymouth
20	Ionia (s.)	—	Java, &c.	Brouwershaven
8	Victor	Hastorf	Yokohama	San Francisco
22	Matheran	—	Rangoon	Off Holyhead
2	H.M.'s Hutchinson (s.)	—	Nagasaki	San Francisco
23	Hong Kong (s.)	—	China, &c.	Off Dover
22	Emma Sims	Stephens	Colombo, &c.	London

DEPARTURES.

Date.	Ship.	Captain.	For	From
Dec.15	Singapore (s.)	Dumbreck	Singapore	Glasgow
15	Rema	Timpe	Do.	Cuxhaven
10	Vichna	Binco	Yokohama	Cardiff
12	Tecusemseh	Ellis	Singapore	Do.
12	Maasnymph	—	Anjer	Do.
10	Victor	Ems	Galle	Penarth
16	Anna	Jessen	Hong Kong	Hamburg
18	Sir Lancelot	Felgate	Shanghai	London
	Astrea	Jaegar	Macassar	Amsterdam
18	State of Virginia (s.)	Moodie	China, &c.	Portsmouth
	Min (s.)	Morgan	Do.	Plymouth
	Galatea	—	Manila	Havre
17	Harriet Hickman	—	Galle	Newport
19	Charlie Hickman	—	Do.	Do.
17	P. J. Carleton	Lerce	Canton	Dublin
17	Egeria (s.)	Entwistle	China, &c.	Cuxhaven
21	Lucknow	Phease	Colombo	London
21	Swatow (s.)	Kidley	Sing., China & Japan	Do.
19	Anton Gunther	Kuhn	Singapore	Cardiff
21	Fox	—	Do.	Shields
22	Truth	—	Anjer	Liverpool
22	Jonge Cornelis	Linden	Batavia	Cardiff
22	Mogul	Walker	Singapore	Do.
23	Buena Ventura (s.)	Echevarria	Manila	Liverpool
23	Glamis Castle (s.)	Raison	Sing., Hg. Kg. & Shang.	London
23	Satsuma	Garrick	Yokohama & Hiogo	Do.
22	St. Lawrence (s.)	Hyde	Colombo, &c.	Do.

See Shipping Postscript and Correspondents' Letters.

LOADING.

At London.—Steamers via Suez Canal.—For Yokohama, Hiogo, and Nagasaki: Pernambuco. For Penang, Singapore, Hong Kong, and Shanghai: Bengal, Lotus. For Singapore, Hong Kong, and Shanghai: Glenartney, Glenfinlas. For Colombo, &c.: Duke of Devonshire.

Sailing Vessels.—For Yokohama: Oleander. For Vladewostock and Nicolajefsk: Rowena. For Nicolajefsk: Genetiv. For Hong Kong: Balgownie, Min. For Shanghai: Scindia, Forward Ho. For Penang: Zehlina. For Batavia, Samarang, and Sourabaya: Nicola Tommaso. For Singapore: Edeline. For Colombo: Queensbury.

At Liverpool.—For Penang, Singapore, Hong Kong, and Shanghai: Patroclus (str.), Diomed (str.), Antenor (str.). For Hong Kong (via Cardiff): Arvio. For Batavia and Sourabaya: Wein Holenfelde. For Batavia: Sophia R. Luhrs.

At Glasgow.—For Singapore (via Port Glasgow): Rosa (str.).

At Greenock.—For Singapore: Comete.

SPOKEN.

N.L.B.K., Samarang to Middleburg, Nov. 20, 25 S., 3 E.
Q.C.H.F., Cardiff to Singapore, Nov. 4, 17 S., 30 W.
P.H.F.E., (!) Batavia to New York, Sept. 20, 36 S., 21 E.
Clarrissa, Cardiff to Singapore, Nov. 7.
Pearl, New York to Anjer, on the line.
Sarneta, Penang to New York, Nov. 21, 41 N.
P.C.K.M. (Ger. ship), Amsterdam to Batavia, Nov. 9, 2 S., 29 W.

FREIGHTS AND CHARTERS.

We have little or no alteration to make in berth rates of freight to the Eastern ports, and business generally is somewhat contracted. Coal freights remain as quoted below.

Current Rates of Freight for Vessels on the Berth.

Per Steamers via Suez Canal.—To Yokohama: 55s. weight or meast. To Hiogo: 60s. weight or meast. To Nagasaki: 65s. weight or meast. To Shanghai: 50s. weight, 40s. meast. To Hong Kong: 50s. weight, 40s. meast. To Singapore: 50s. weight, 40s. meast. To Penang: 50s. weight, 40s. meast. To Colombo: 40s. weight or meast.

Per Sailing Vessels.—To Yokohama: 40s. weight, 35s. meast. To Hiogo: 45s. weight, 40s. meast. To Shanghai: 40s. weight, 25s. meast. To Chefoo, Tientsin, or Newchwang: 50s. weight, 45s. meast. To Hong Kong: 35s. weight, 25s. meast. To Singapore: 27s. 6d. weight, 25s. meast. To Colombo: 25s. weight or meast. To Penang: 30s. weight or meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Singapore: £25. To Penang: £25, f.c. To Batavia and Sourabaya: £28. To Galle: £23.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. To Hong Kong: 31s. To Shanghai: 35s. To Singapore: 25s. To Colombo: 23s. to 24s. To Galle: 22s. to 23s. To Manila: 25s. to 26s

From Birkenhead, per ton.—To Hong Kong: 22s. To Shanghai 27s. 6d. To Singapore: 19s.

CASUALTIES.

The Terentia, Bevan, from Glasgow to Singapore, put into Falmouth Dec. 15, with loss of sails and bulwarks.

New York, Dec. 5.—The Johanne (Ger. ship), Bange, arrived here Dec. 2, from Manila, reports that on Nov. 13, in lat. 30 N., lon. 69 W., she experienced a severe squall from S. to N.W., lasting one hour, during which she lost foretopmast, fore and main topgallantmast. On Nov. 24, in lat. 36 N., lon. 70 W., she encountered a hurricane, beginning at S. and veering to N., lasting twenty-four hours, in which she lost forestaysail.

Portsmouth, Dec. 17.—The Maria Eliza (Dut.), V. Deursen, from Amsterdam to Sourabaya, with a general cargo, has arrived at the Motherbank, with loss of jibboom, head gear, cat head, &c., and stem damaged, having been in collision in the North Sea; later accounts state that she has been towed into harbour to undergo repairs.

Liverpool, Dec. 18.—The Winlow, arrived here to-day from Samarang, encountered very heavy gales when passing the Western Islands between the 10th and 15th, and shipped some heavy seas, which carried away longboat and a portion of mainrail and bulwarks; also stove a large iron water tank which was lashed on deck.

Greenock, Dec. 17.—The Singapore (str.), Dumbreck, from Glasgow to Singapore, took the ground at Gravel Point during a fog yesterday afternoon; she floated off at high water and proceeded to sea.

Stornaway, Dec. 15.—It is reported that the tops of the lower masts of the Maju are now above water.

Hong Kong, Dec. 19.—The Japan (American mail str.), from Yokohama to Hong Kong, took fire at sea and was totally destroyed. The chief engineer, one passenger, and seven Chinese crew have arrived here.—Dec. 21. The master and several more of the crew and passengers arrived here yesterday. There are now missing Mr. Tyndall, a cabin passenger and one steerage, the surgeon of the ship, a few of the crew, and about 400 Chinese. The fire was first discovered over the boilers on Dec. 17, 150 miles from Hong Kong. It being impossible to subdue it the master decided the following day to abandon her. The boats remained near until the noon, in order to save life, and then proceeded to Swatow.

The County of Sutherland (str.), from Java to Rotterdam, grounded on the Schaar, near Brouwershaven, but floated off without assistance.

The United Service (str.) has been put upon the hydraulic lift, and it has been ordered that the defective plates which are under the engine-room be doubled upon the outside, and that new rivets be put in and the cement renewed where necessary, after which the vessel will be in a perfectly good condition to proceed.

Lisbon, Dec. 21.—The Rollo, Off. No. 60,802, from London to Hong Kong, with a general cargo, has been towed in here from lat. 42.30 N., 9.40 W., with main and mizenmasts gone, with all attached boats crushed, and with loss of a portion of bulwarks and rails, poop-deck stove and pump gear damaged; ship tight; happened 16th; no agreement.

MISCELLANEOUS.

At Port Said.—Dec. 17, Abbotsford (str.), from London to Singapore and China; 20, Holland (str.), from Nieuwe Diep to Java; 21, Amboina (str.), from Glasgow to Java; 22, Elgin (str.), from London to Colombo, &c.

At Suez.—Dec. 18, Voorwaarts (str.), from Java to Nieuwe Diep.

The Visayas (str.) (of Manila), which is reported to have left Hong Kong for Manila on the 16th September last, has been posted by the Committee of Lloyd's as a missing vessel.

At Mossel Bay.—Henrietta, and sailed, Dec. 18, for Batavia.

LAUNCHES, &c.

On Dec. 21 there was launched from the building yard of Messrs. Caird and Co., Greenock, a screw steamer for the Burmah Steamship Company, named the Shuaydagone. The following are her dimensions:—Length on main deck, 177ft.; breadth of beam, moulded, 23ft.; depth, moulded, 16ft. She has a pair of compound high and low pressure engines of 90-horse power nominal; tonnage, builders' measurement, 460 tons. Captain Bowers, the managing director, has superintended the building of this steamer, and another one to be launched shortly.

The P. and O. Company's steamer Lombardy, Captain Gillson which put back damaged in the recent heavy gales, has completed her repairs, and sailed from Southampton on the 18th inst. for Bombay.

The steamer Esmeralda, Capt. Thebaud, the launch of which we lately noticed, from the yard of Messrs. Hall and Russell, Aberdeen, has had a trial trip, which has proved satisfactory, twelve knots having been attained. She proceeds, via Suez Canal, for Manila, to take up the local line in connection with the steamers of the Pacific Mail Company. This is one of the finest steamers ever built and engined by the firm, and we think will prove a credit to them.

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THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
Branches in Edinburgh, Calcutta, Bombay, Madras Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street, London, 1874.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.
HEAD OFFICE—14, Rue Bergere, Paris.
AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).
LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon erms to be ascertained at the Office

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.
Reserve Fund, $775,000.
COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.
LONDON MANAGER—W. H. Vacher, 32, Lombard-street
BANKERS—London and County Bank.
BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

EDUCATION.

A HOME is offered to two or three LITTLE GIRLS, with high educational advantages, by a LADY who has lately parted with the children of an Indian officer. French resident Governess; fine locality, ten miles from London; detached house; good garden, &c. Terms, 50 Guineas.

A. B., Office of the *London and China Telegraph*, 9, Cowper's-court, Cornhill, London, E.C.

T. W. JACKSON,
COMMISSION AGENT
SAN FRANCISCO.

GRATEFUL—COMFORTING.

EPPS'S COCOA.

BREAKFAST.

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—See article in the *Civil Service Gazette*.

Made simply with boiling water or milk.
Sold in packets (in tins for abroad) labelled:—

JAMES EPPS & CO.,
HOMŒOPATHIC CHEMISTS,
48, Threadneedle-street, and 170, Piccadilly. Works:—Euston road and Camden Town, London.

Diploma of Merit, Vienna Exhibition, 1873.

YORKSHIRE RELISH

THE most delicious SAUCE in the world to CHOPS, STEAKS, FISH, &c. Sold by all Grocers and Oilmen in bottles 6d., 1s., and 2s. each. Trade mark—Willow-pattern plate.

PROPRIETORS:—
GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.

GOODALL'S BAKING POWDER.

THE BEST IN THE WORLD.—Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter, or Lard. Bread made with this Powder is much easier to digest, and much more wholesome than that raised with yeast, and a larger quantity is obtained from the same weight of flour. One trial will convince the most sceptical of its superiority over others. Sold by Grocers, Chemists, and Oilmen in 1d. packets; 6d., 1s., 1s. 6d., and 2s. Tins. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.

GOODALL'S QUININE WINE.

THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s., 1s. 1½d., 2s., and 2s. 3d. each. Prepared by GOODALL, BACKHOUSE & CO., LEEDS

HOLLOWAY'S PILLS

Sir SAMUEL BAKER,

In his work on the Sources of the Nile, says:—

"I ordered my dragoman Mahomet to inform the "Faky that I was a doctor, and that I had the best "medicines at the service of the sick, with advice "gratis. In a short time I had many applicants, to "whom I served out a quantity of Holloway's Pills. "These are most useful to an explorer, as, possessing "unmistakable purgative properties, they create an "undeniable effect upon the patient, which satisfies "him of their value."

This fine Medicine cures all disorders of the Liver, Stomach, Kidneys and Bowels, is a Great PURIFIER of the BLOOD, and wonderfully efficacious in all ailments incidental to Females—young or aged.

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Close to the Landing Place, Depot of
EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery Oilman's Stores, and Stationery of every description Sola Topees and Canvas Shoes, &c., &c &c.

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The *London and China Express* on Sale

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THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steamship lines in and out of Yokohama.

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ON the Grand Canal. First-class house with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

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SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

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FIRST-CLASS English Family Hote
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PASSENGERS to and from INDIA CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt water Baths.

Restaurant, Cafe, and Reading Room, with English French, and German papers, and the *London and China Express*. Omnibus attends the trains.

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12, RUE CASTIGLIONE, 12.

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THE safest, surest and quickest mode of realising Coffee Estates is by registering them with the undersigned, who is always prepared to buy or to sell.

Seventy already sold—fifty now on the register.
ALEX. BROWN Kandy.

ALEXANDER BROWN,
ESTATE AND GENERAL AGENT,

KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and tranacts all kinds of Estate and Agency Business.

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For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,
CHINA AND JAPAN AGENCY,
Cowper's-court, Cornhill, London, E.C.

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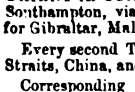
OVERLAND ROUTE and SUEZ CANAL.—Under contract for conveyance of H.M.'s Mails.—The PENINSULAR AND ORIENTAL COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, for Gibraltar, Malta, Port Said, Suez Aden, and Bombay.

Every second Thursday for Ceylon, Madras, Calcutta, Straits, China, and Japan.

Corresponding steamers are despatched from Venice every Friday, and from Brindisi every Monday, to Alexandria, with the Overland portion of the mails and passengers.

For full particulars apply at the Company's Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.



OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
*Bokhara ..	2,932	450	Dec 31	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Khiva ...	2,609	450	1875. Jan. 7	Mediterranean, Aden, Bombay.
*Cathay ...	2,982	450	Jan. 14	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan and Australia.
Australia.	3,648	600	Jan. 21	Mediterranean, Aden, Bombay.
*Malwa ...	2,933	450	Jan. 28	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.

* Taking passengers for Bombay also by branch steamer from Suez.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Ava ...	... Jan. 3	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Irauouddy	... Jan. 17		
Hoogly	... Jan. 31		
Peiho ...	... Feb. 14		
Meikong	... Feb. 28		

The Steamers of the 17th Jan. and 14th Feb. connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 3rd and 31st Jan., and 28th Feb. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenartney	100 A1	2,016	330	Jan. 2, '75
Glenfinlas	100 A1	2,120	330	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glengyle	100 A1	1,676	200	To follow
Glencarn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Gleneagles	100 A1	2,120	330	New boat

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.

SHAW, MAXTON, and CO. will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Shanghai ...	Scindia ...	*AA1	894	S.W.I.	With des
Hong Kong	GoldnSpur	A1 14 yr.	657	S.W.I.	With des
Hong Kong	Melbrek ...	A1 15 yr.	870	S.W.I.	To follow

For Freight apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

SHORT SEA ROUTE to AUSTRALIA, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

Offices, No. 34, Leadenhall-street, London, E.C.

FOR CHINA AND JAPAN.—The following splendid first class STEAMERS and SAILING VESSELS will be despatched as under for:—

Port.	Ship.	Class.	Dock.	Last shipping day.
Pen., Sing., Hg. Kg., & Shanghai...	Lotus, s.s	29 years RedL'pl. Book ...	S.W.I.D.	Dec. 31
Pen., Sing., H.K., Yoko. & Hiogo ...	HongKong s.s.	100 A1	S.W.I D.	Jan. 4
Sing., Yoko., & Hiogo ...	Riga, s.s. ...	100 A1	S.W.I.D.	To follow
Hong Kong	Balgownie ...	A1 9 yr.	E.I.D.	With des.
Yokohama ...	Oleander.....	A1 10 yr.	E.I.D.	With des.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate street Within, E.C.

The "China" line of steamers via Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates at shippers' risk, last shipping day, 31st Dec., the favourite full-powered screw steamer LOTUS, 20 years red in Liverpool book; 1,407 tons register, 200-horse power nominal; G. L. CASTLE, Commander; South West India Docks. This magnificent steamer, built by Messrs. Mitchell and Co., Walker-on-Tyne, in 1873, has proved herself well adapted for the China trade. She has elegent and spacious accommodation for saloon passengers replete with every comfort.

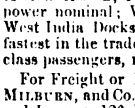
For Freight or Passage apply to NORRIS and JOYNER 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

The "China" line of Steamers via Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO (will call at Nagasaki if sufficient inducement offers), taking cargo for transhipment to Java, Australia, &c., at through rates at shippers' risk, last shipping day, 4th January, the favourite full powered screw steamer HONG KONG, 100 A1, 1,221 tons register, 200-horse power nominal; W. G. COMLEY, Commander; South West India Docks. This favourite steamer, one of the fastest in the trade, has elegant accommodation for first-class passengers, replete with every comfort.

For Freight or Passage apply to the Owners, WATTS MILBURN, and Co., 85, Gracechurch-street; or to NORRIS and JOYNER, 126, Bishspogate-street Within, E.C. (corner of Cornhill).

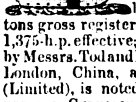
Steam via the Suez Canal. Last shipping day, 2nd January.



FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, the well-known Clyde-built screw steam ship BENGAL, 2,036 tons gross register, 1,303 tons register, 275-h.p. nominal, 1,375-h.p. effective; Victoria Docks. This fine steamer, built by Messrs. Tod and McGregor, of Glasgow, and owned by the London, China, and New York Steamship Company (Limited), is noted for her great speed. Last outward passage, Gravesend to Penang, thirty-three days, including all stoppages.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

CHINA.



THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Min.....	A1 13 yr.	E.I.D.	With des.
Hong Kong	Kaisow	A1 16 yr.	E.I.D.	With des.
Shanghai ...	Elmstone ...	A1 15 yr.	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

SHANGHAI DIRECT.—The favourite China clipper FORWARD HO A1, 17 years.

Apply to ROBERTSON and Co., No. 5, Newmans court, Cornhill, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail.
Edeline	499	Wright Bros.' & Co.	Dec. 29
Lotus, s.s.	1,407	Norris & Joyner...	Dec. 31
Glenartney, s.s. ...	2,115	M'Gregor, Gow, & Co.	Jan. 2
Hong Kong, s.s. ...	1,221	Norris & Joyner...	Jan. 4
LIVERPOOL.			
Diomed, s.s. ...	1,202	Alfred Holt ...	Dec. 29
Patroclus, s.s. ...	1,607	„ ...	Jan. 12
Antenor, s.s. ...	1,601	„ ...	Jan. —
GLASGOW.			
Bowen, s.s.	1,700	T. Skinner & Co.	Jan. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

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WALL LIGHTS AND LUSTRES FOR CHANDELIERS IN BRONZE AND ORMOLU

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TABLE GLASS OF ALL KINDS.

ORNAMENTAL GLASS, ENGLISH AND FOREIGN

LONDON.—Show Rooms, 45, Oxford street, W.
BIRMINGHAM.—Manufactory and Show Rooms Broad-street. Established 1807.

A MANCHESTER HOUSE wants to engage a GENTLEMAN who has been in INDIA or CHINA, or one well acquainted with Eastern Merchants, to work for them in London.

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GENERAL COMMISSION MERCHANTS,

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THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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Hankow	
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Osaka and Hiogo ...	K. DE PIOTROWSK.
Yokohama	E. L. B. MCMAHONI.

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MAIL TABLE

Showing the Arrivals, Departures, and Due Dates of the English Mail Steamers *via* Alexandria & Brindisi and French Mail Steamers *via* Port Said & Marseilles,

For the Half-Year ending December, 1874,

BEING A SUPPLEMENT TO

THE LONDON AND CHINA TELEGRAPH.

OUTWARD.

Leave LONDON.	Leave SUEZ.	Due at GALLE.	Due at SINGAPORE.	Due at HONG KONG.	Due at SHANGHAI.	Due at YOKOHAMA.
July 10	July 17	Aug. 2	Aug. 11	Aug. 18	Aug. 23	Aug. 26
* July 17	July 27	Aug. 10	Aug. 17	Aug. 25	Aug. 31	Sept. 2
July 24	July 31	Aug. 15	Aug. 24	Aug. 31	Sept. 5	Sept. 8
* July 31	Aug. 10	Aug. 24	Aug. 31	Sept. 8	Sept. 14	Sept. 16
Aug. 7	Aug. 14	Aug. 29	Sept. 7	Sept. 14	Sept. 19	Sept. 22
* Aug 14	Aug. 24	Sept. 7	Sept. 14	Sept. 22	Sept. 28	Sept. 30
Aug. 21	Aug. 28	Sept. 12	Sept. 21	Sept. 28	Oct. 3	Oct. 6
* Aug. 28	Sept. 7	Sept. 21	Sept. 28	Oct. 6	Oct. 12	Oct. 14
Sept. 4	Sept. 11	Sept. 26	Oct. 5	Oct. 12	Oct. 17	Oct. 20
* Sept. 11	Sept. 21	Oct. 6	Oct. 14	Oct. 23	Oct. 29	Nov. 1
Sept. 18	Sept. 25	Oct. 10	Oct. 19	Oct. 26	Oct. 31	Nov. 3
* Sept. 25	Oct. 5	Oct. 20	Oct. 28	Nov. 6	Nov. 12	Nov. 15
Oct. 2	Oct. 9	Oct. 24	Nov. 3	Nov. 12	Nov. 18	Nov. 21
* Oct. 9	Oct. 19	Nov. 3	Nov. 11	Nov. 20	Nov. 26	Nov. 29
Oct. 16	Oct. 23	Nov. 7	Nov. 17	Nov. 26	Dec. 2	Dec. 5
* Oct. 23	Nov. 2	Nov. 17	Nov. 25	Dec. 4	Dec. 10	Dec. 13
Oct. 30	Nov. 6	Nov. 21	Dec. 1	Dec. 10	Dec. 16	Dec. 19
* Nov. 6	Nov. 16	Dec. 1	Dec. 9	Dec. 18	Dec. 24	Dec. 27
Nov. 13	Nov. 20	Dec. 5	Dec. 15	Dec. 24	Dec. 30	Jan. 2
* Nov. 20	Nov. 30	Dec. 15	Dec. 23	Jan. 1	Jan. 7	Jan. 10
Nov. 27	Dec. 4	Dec. 19	Dec. 29	Jan. 7	Jan. 13	Jan. 16
* Dec. 4	Dec. 14	Dec. 29	Jan. 6	Jan. 15	Jan. 21	Jan. 24
Dec. 11	Dec. 18	Jan. 2	Jan. 12	Jan. 21	Jan. 27	Jan. 30
* Dec. 18	Dec. 28	Jan. 12	Jan. 20	Jan. 29	Feb. 4	Feb. 7
Dec. 25	Jan. 1	Jan. 16	Jan. 26	Feb. 4	Feb. 10	Feb. 13

HOMEWARD.

Leave YOKOHAMA.	Leave SHANGHAI.	Leave HONG KONG.	Leave SINGAPORE.	Leave GALLE	Leave SUEZ.	Due in LONDON.
* June 17	June 21	June 27	July 6	July 14	July 31	Aug. 10
June 24	June 28	July 4	July 12	July 23	Aug. 11	Aug. 17
* July 1	July 5	July 11	July 20	July 28	Aug. 14	Aug. 24
July 8	July 12	July 18	July 26	Aug. 6	Aug. 25	Aug. 31
* July 15	July 19	July 25	Aug. 3	Aug. 11	Aug. 28	Sept. 7
July 22	July 26	Aug. 1	Aug. 9	Aug. 20	Sept. 8	Sept. 14
* July 29	Aug. 2	Aug. 8	Aug. 17	Aug. 25	Sept. 11	Sept. 21
Aug. 5	Aug. 9	Aug. 15	Aug. 23	Sept. 3	Sept. 22	Sept. 28
* Aug. 12	Aug. 16	Aug. 22	Aug. 31	Sept. 8	Sept. 25	Oct. 5
Aug. 19	Aug. 23	Aug. 29	Sept. 6	Sept. 17	Oct. 6	Oct. 12
* Aug. 26	Aug. 30	Sept. 5	Sept. 14	Sept. 22	Oct. 9	Oct. 19
Sept. 2	Sept. 6	Sept. 12	Sept. 20	Oct. 1	Oct. 20	Oct. 26
* Sept. 9	Sept. 13	Sept. 19	Sept. 28	Oct. 6	Oct. 23	Nov. 2
Sept. 16	Sept. 20	Sept. 26	Oct. 4	Oct. 15	Nov. 3	Nov. 9
* Sept. 23	Sept. 27	Oct. 3	Oct. 12	Oct. 20	Nov. 6	Nov. 16
Oct. 6	Oct. 9	Oct. 15	Oct. 22	Oct. 31	Nov. 17	Nov. 23
* Oct. 13	Oct. 16	Oct. 22	Oct. 30	Nov. 5	Nov. 20	Nov. 30
Oct. 20	Oct. 23	Oct. 29	Nov. 5	Nov. 14	Dec. 1	Dec. 7
* Oct. 27	Oct. 30	Nov. 5	Nov. 13	Nov. 19	Dec. 4	Dec. 14
Nov. 3	Nov. 6	Nov. 12	Nov. 19	Nov. 28	Dec. 15	Dec. 21
* Nov. 10	Nov. 13	Nov. 19	Nov. 27	Dec. 3	Dec. 18	Dec. 28
Nov. 17	Nov. 20	Nov. 26	Dec. 3	Dec. 12	Dec. 29	Jan. 4
* Nov. 24	Nov. 27	Dec. 3	Dec. 11	Dec. 17	Jan. 1	Jan. 11
Dec. 1	Dec. 4	Dec. 10	Dec. 17	Dec. 26	Jan. 12	Jan. 18
* Dec. 8	Dec. 11	Dec. 17	Dec. 25	Dec. 31	Jan. 15	Jan. 25

The French Mails, the arrivals and departures of which are via Marseilles and Suez Canal, are indicated by an asterisk. (*)

The Rates of Postage between England and the Straits Settlements, China and Japan, are as follows: *via* Brindisi or Marseilles, 1*s.* 3*d.* for every half ounce; Newspapers, 3*d.* each; *via* Southampton, Letters 1*s.* for every half-ounce; Newspapers, 2*d.* each.

Correspondence can also be despatched fortnightly for the Pacific Mail Steamers and the Steamers of the "China Trans-Pacific Company," leaving San Francisco for China and Japan.

Postage Letters, 1s. per half ounce, Newspapers, 2d. each.

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